



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

08-City of Big Bear Lake-1

Auto populated

Total ATP Funds Requested:

\$ 1,519

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

City of Big Bear Lake

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

39707 Big Bear Blvd., P.O. Box 10,000

Big Bear Lake

CA

92315

IMPLEMENTING AGENCY'S CONTACT PERSON:

David Lawrence

CONTACT PERSON'S TITLE:

City Engineer/Director of Public Works

CONTACT PERSON'S PHONE NUMBER:

(909)866-5831

CONTACT PERSON'S EMAIL ADDRESS :

DLawrence@citybigbearlake.com



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
--	--	----	--

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

08-5426R

Implementing Agency's State Caltrans MS number

00424

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.238500 /long. -116.935600

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>8</u>	Bicyclists	<u>7</u>
One Year Projection:	Pedestrians	<u>5</u>	Bicyclists	<u>7</u>
Five Year Projection:	Pedestrians	<u>110</u>	Bicyclists	<u>38</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 23.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 77.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 3

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple Schools

School address: Multiple Schools

District name: Bear Valley Unified School District

District address: 42271 Moonridge Road, Big Bear Lake, CA 92315

Co.-Dist.-School Code: Multiple Schools

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school mile

Total student enrollment: 1,155

% of students that currently walk or bike to school% 6.1 %

Approx. # of students living along route proposed for improvement: 429

Percentage of students eligible for free or reduced meal programs ** 73.3 %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ * ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/15/16
* CEQA Environmental Clearance:	_____		9/19/16
* NEPA Environmental Clearance:	_____		3/31/17
CTC - PS&E Allocation:	_____		7/15/16
CTC - Right of Way Allocation:	_____		7/17/17
* Right of Way Clearance & Permits:	_____		2/8/18
Final/Stamped PS&E package:	_____		3/12/18
* CTC - Construction Allocation:			3/26/18
* Construction Complete:			12/10/18
* Submittal of “Final Report”			2/25/19



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$36	
ATP funds for PS&E:	\$128	
ATP funds for Right of Way:	\$26	
ATP funds for Construction:	\$1,329	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$1,519	

Local funds leveraging or matching the ATP funds: \$380

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: **\$1,899**

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: _____ **08-City of Big Bear Lake-01** _____

Implementing Agency's Name: _____ **City of Big Bear Lake** _____

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

Table of Contents

Screening Criteria	Page: <u> 2 </u>
Narrative Question #1	Page: <u> 4 </u>
Narrative Question #2	Page: <u> 14 </u>
Narrative Question #3	Page: <u> 18 </u>
Narrative Question #4	Page: <u> 27 </u>
Narrative Question #5	Page: <u> 29 </u>
Narrative Question #6	Page: <u> 32 </u>
Narrative Question #7	Page: <u> 34 </u>
Narrative Question #8	Page: <u> 35 </u>
Narrative Question #9	Page: <u> 36 </u>



Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

Construction of the Big Bear Boulevard (SR18) Bicycle and Pedestrian Mobility Project (Project) includes two high priority projects of the Pedestrian, Bicycle, and Equestrian Master Plan (PBEMP). However, the City of Big Bear Lake (Applicant) is unable to fund it because of constrained Capital Improvement Funds. The City of Big Bear Lake and all of the neighboring communities are classified as disadvantaged communities based on having median household incomes below 80% of the state average. And at least one community directly adjacent to the proposed construction is classified as severely disadvantaged based on an average household income of less than 60% of the state average.

CIP funds are limited because of a history of low impact fees, a drop in construction activity that translated lower revenues, and critical expenditures for aging infrastructure. Recent CIP expenditures have included the Public Works Yard (which has been inadequate since 1980) and construction of the City's highest priority active transportation projects in the Village where students and businesses both benefit.

The proposed SR18 Mobility Project is not eligible to be funded through environmental mitigation grants and no future private development projects exist that could be conditioned to make the improvements. The two affected neighborhoods are also built out; therefore, no nexus could be made condition the project onto a developer.



2. Consistency with Regional Plan.

City of Big Bear Lake General Plan Goal C3 encourages non-motorized transportation. Regarding implementation program C3.1.1, the City applied for and was awarded a Caltrans Community-Based Transportation Planning Grant to prepare the PBE Master Plan. In May of 2014, The San Bernardino County Board of Supervisors revised the County Non-motorized Transportation Plan (NMTP) to incorporate the PBEMP. The Project includes active transportation (AT) improvements in the NMTP and the PBEMP.

The proposed SR 18 Mobility Project presented herein involves the construction of raised sidewalks, curb and gutter and installation of Class II bike lanes on two key missing link portions of the existing sidewalk and bike lane system within the City of Big Bear Lake. The existing sections of road to be improved are both characterized by narrow two lane highways with relatively high speeds, high traffic counts and narrow gravel/dirt shoulders. The PBE Master plan has identified these edge of roadway conditions as a major deterrent to all active transportation modes including walking and biking.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The Project will benefit both the Applicant and Big Bear City, an adjacent un-incorporated community. Both places are included in this response. According to the American Community Survey (ACS), area workers walk more than they bike to work. When examined more closely, differences appear at the zip code level. Walking to work is more common in the City than in the unincorporated area where biking and walking are equally common. Walking to work is significantly more common in Big Bear Lake than it is in the state of California (2.7% according to the American Community Survey).

Table 1. WORKERS WALKING AND BIKING TO WORK							
		Walking		Biking		Both	
Place and Zip Code	Workers	%	#	%	#	%	#
City of Big Bear Lake – 92315	1,884	8.3%	156	0.0%	0	8.3%	156
Big Bear City – 92314	4,141	0.6%	25	0.5%	21	1.1%	46
Source: 2009-2013 American Community Survey 5-Year Estimates							

Among students, walking is more common than riding bike. Big Bear Elementary (BBE) boasts the strongest numbers for AT, which may be attributed to four factors.

- The school is located on a collector street rather than a state highway like the other two schools.
- Recent Safe Routes to School improvements have increased safety and visibility on streets surrounding the school.
- An affordable housing complex was recently constructed nearby.



- School leadership, parents, and students have responded enthusiastically to the Bike-to-School Scholarship program (locally funded by Big Bear Cycling Association) offered to students. The bike scholarship program has distributed 22-bikes since Spring 2013. BBE students received 15 of those bikes. As students graduate from BBE, they continuing using them in middle school.

In addition to students and commuters, the Valley hosts increasing numbers recreational bicyclists and runners of ages from infants with parents to retirees in their 70s and beyond. The Big Bear Cycling Association (BBCA) has 238 members who participate in daily and weekly activities.

To date, the City and its stakeholders have not had the resources to collect field data. However, the City began partnering with the school district and the Big Bear Valley Education Trust to offer Community Action Projects (CAP) to students. Based on the *NCHRP Report No. 797, Guidebook on Pedestrian and Bicycle Volume Data Collection*, the district, the Ed Trust, and/or the City may implement a CAP to collect AT data.

Due to the lack of field data, staff observations and anecdotal evidence are used to estimate the bicyclists and pedestrians using the project corridor. Sources include consultation with Public Works maintenance crews, staff who see the school bus stop from their office windows, employees who commute by bike, school principals, and others field workers who observe traffic patterns.

One student and one to three adults appear to use Segment 1 daily and an additional three to six use it multiple times weekly. In comparison, Segment 2 does not appear to be used regularly by adults, but three or four students walk to the bus on the highway daily.

Table 3 and Table 4 display the project users once Segment 1 and Segment 2 are constructed.

Student and general population is assumed to remain steady because few vacant lots remain. Therefore, student enrollment and the population used as a basis for workers are assumed to remain the same between 2015 and 2020.



Future use is based primarily on removal of the SR18 barrier because:

- Parents who don't allow their children to walk or bike are primarily concerned about safety issues on SR18.
- PBEMP participants said they don't walk, run, or bike more frequently because of a lack of convenient routes, safe streets, and crossings as well as inadequate road widths.

The Project will remove these barriers on SR18.

Table 3. PROJECTED WALKERS AND BIKERS SEGMENT 1								
		Walking or Biking Today (2015)			Walking or Biking Future (2020)			
			%	#			%	#
North Shore Elementary	Students Experiencing SR18 Barrier:	399	0.8%	3	Connected by Project:	399	8.2%	40
	Approx. Workers in Proximity	1,302	0.7%	9	Approx. Workers in Proximity	1,368	5.3%	73
Workers	Experiencing SR18 Barrier:	0			Connected by Project:	1,368		

Source: Bear Valley Unified School District, ESRI US Population by Age and Block Group

By adding sidewalk and bike lanes, students in project adjacent neighborhoods will have new routes to choose AT. To determine the number of new users from the newly connected neighborhoods, we applied the same rate of AT that exists at Big Bear Elementary School where barriers to walking or biking from home to school have been removed.

To determine the number of workers in the vicinity of each segment, we first found the rate of employment (59%) among people 15+ in affected zip codes using ACS 2009-2013 estimates. That rate was applied to the number of people 15+ living in Block Groups adjacent to the project area. Workers who currently walk or bike to work is based on field observations and consultations described previously. To calculate projections, we assume a 1% growth each year in the total number of workers as the community continues to rebound following the 2007 economic downturn. Business trends from 2007 to 2013 indicate both the decline in businesses and



employees that followed the recession as well as indications that the number of businesses and employees are on the rise moving toward pre-recession numbers.

In response to the recession, the Valley lost jobs and residents were forced to drive down the mountain to work. However, previous rates of AT in big Bear were higher than they are today. Consequently, rather than apply the 1.1% rate of 2015, we assume the following rates:

- **Walking Rates:** 3.3% is based on local rates that existed when more jobs were local before the impact of recession.
- **Bicycle Rates:** A rate of 2.0% for bicycle rates is based on Mammoth Lakes, a comparable California City that strongly influences the Valley and has already added Class II bike lanes.

Table 4. PROJECTED WALKERS SEGMENT 2								
	Walking Today (2015)				Walking Future (2020)			
			%	#		%	#	
Big Bear Elementary & Big Bear Middle School	Students Experiencing SR18 Barrier:	30	10%	3	Connected by Project:	30	50%	15
	Workers in Proximity	444	0.6%	3	Workers in Proximity	444	5.3%	24
Workers	Experiencing SR18 Barrier:	444			Connected by Project:	444		

Source: Bear Valley Unified School District, ESRI US Population by Age and Block Group

An important difference in the methodology between Table 3 and Table 4 is due to the location of the project improvements. Segment 2 improvements will be helpful for students who ride the bus and those youth are not currently counted among students who walk or bike. We anticipate that many students who are currently driving in vehicles will begin walking to the bus on the new sidewalk.

For both Segment 1 and 2, visitors are a potentially large user group for which data is unavailable. Each year the Valley hosts millions of vacationers who prefer walking and biking, yet do not because of lack of facilities. During Independence Day vacations alone, 100,000+ visitors congest Valley highways in cars. If 10% of those visitors walk or bike that weekend alone would generate 10,000 pedestrians and cyclists.



- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

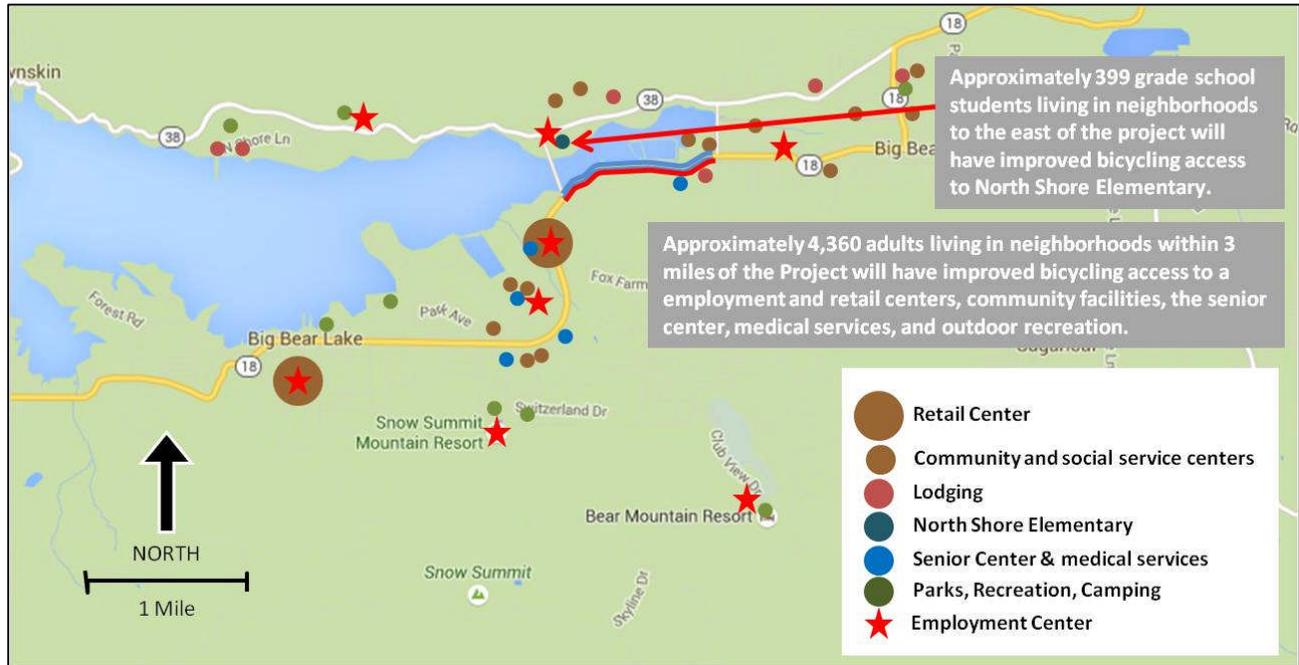
The Project includes two segments. Segment 1 is a critical link between the two largest communities of the Valley. Big Bear Lake is located west of the Project (seen in Map 1 and Map 2 - red lines represent sidewalks and blue lines represent Class II bicycle lanes). Big Bear City is located east of the Project. Segment 1 will create a new route for students living in Big Bear City to travel by AT to North Shore Elementary (NSE). It will also create a new route for employees, residents, and visitors to travel to:

- **Employment centers:** USFS offices, the Discovery Center, NSES, the hospital, medical centers, major commercial centers (including the Village, two shopping centers, two recreational resorts, a post office, and an office complex.
- **Mountain Transit bus stops**
- **Community centers and facilities:** Community Arts Theatre Society (CATS), a museum, the Community Services District, the Convention Center, the farmers market, the recycling center, utility offices, the library, and countless churches.
- **Social services:** Domestic Violence Ed. & services (DOVES), Lutheran Social Services, the Mom and Dad Project, San Bernardino Family Planning, and the Sherriff's Department.
- **Medical Services:** the Hospital, Urgent Care, the Family Health Center, physical therapy offices, and several medical clinics

The distribution of these facilities with respect to Segment 1 appears in Map 1.



Map 1 - Segment 1 facilities within 3 mile bicycling radius



Segment 1 pedestrian improvements (See Map 2) are most focused on helping students reach NSES. Based on ACS estimates about 400 elementary age students live in the densely packed, lower income neighborhoods of Big Bear City located immediately east of the Project Corridor.

Photo 1 illustrates conditions of Segment 1, which has unimproved shoulders collecting debris from the street and eroding hillsides. The road has two wide lanes of traffic typically traveling at speeds well above the posted limit.

The pedestrian and bicycle user experience will be significantly improved by Segment 1. The wide vehicular lanes will be narrowed, striping will be added for Class II bicycle lanes, and curb, sidewalk, and retaining wall will be constructed. These will create designated and maintainable places for people to bike and walk. Additionally, the curb will serve as a positive barrier between pedestrians and highway traffic. Another significant impediment to mobility is snow berms during winter snow removal operations. Placement of curb and sidewalk helps to separate the snow plowed area from the walking area and makes it easier to clear a pedestrian path even in inclement weather.



Map 2 - Segment 1 facilities within 1/2 mile walking radius

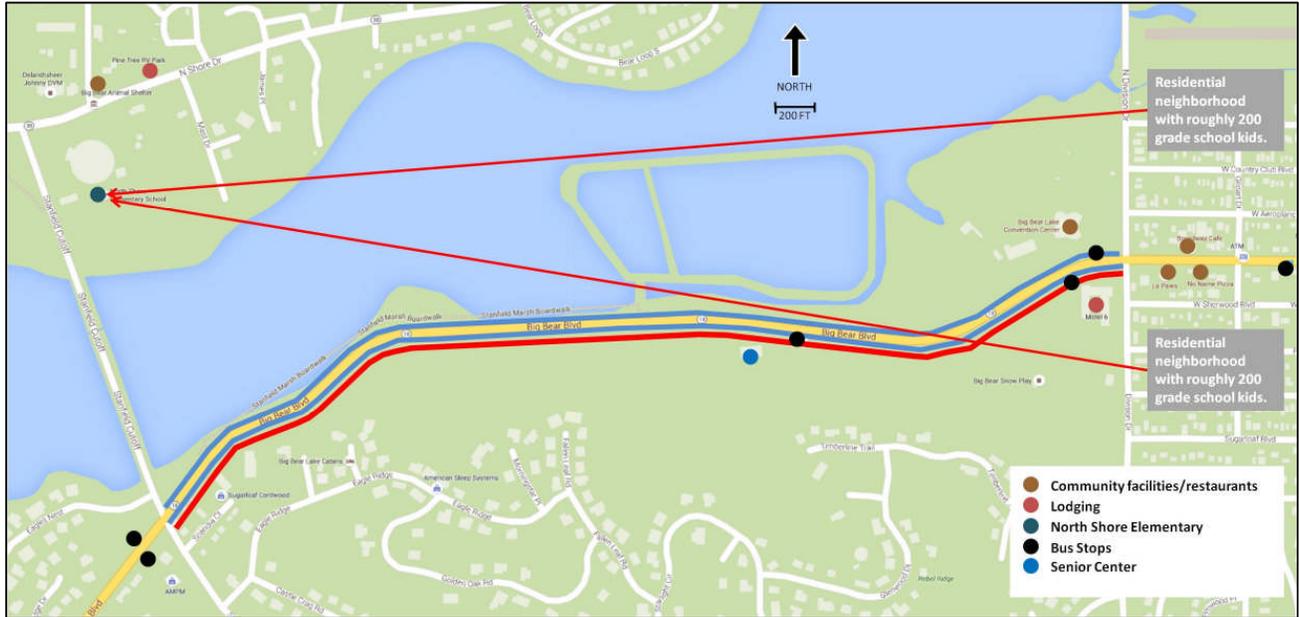


Photo 1 - Current conditions of Segment 1





Segment 2 will close a gap on the west end of the City. Due to Metcalf Bay and a large area of protected open space, SR18 is the only road that connects the west neighborhoods to the City. Once the gap is closed and improved with sidewalk and ramps, students, workers, and visitors will no longer face current barriers to mobility. This is particularly true for people with strollers, wheelchairs, and skateboarders. The sidewalk will serve as a new route for students to walk to the bus. The sidewalk will also create opportunities for employees and residents to travel by bicycle to:

- **Mountain Transit:** Bus stops for access to all areas of Big Bear
- **Employment centers:** City Hall
- **Community centers and facilities:** Performing Arts Center, a planned Education Center, restaurants with community meeting rooms, a large conference center, and a nunnery.

The sidewalk will also be important for the millions of visitors who come to Big Bear each year. The area around Metcalf Bay is full of small lodges and vacationers typically prefer to walk to restaurants and cultural destinations. The sidewalk will provide them with that ability.

Photo 2 - Current conditions of Segment 2



The addition of Segment 2 sidewalk will increase the safety, visibility, comfort and aesthetic for pedestrians. Currently, the road is narrow with nearly non-existent shoulders. In multiple locations, such as can be seen in Photo 2, open drainage ditches create a hazard for pedestrians.



Map 3 - Segment 2 facilities within 1/2 mile walking radius





- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

Segment 1 and 2 represent the City's current unfunded AT priorities. The lone priority project included in the NMTP was funded by grants and local match and construction is 99% complete. For the next set of priorities, the City references the PBEMP. There, the Segment 1 Class II bicycle lanes is a portion of the highest scoring project (a portion of B201 - on page 7-6) due to its location with respect to schools and several other evaluation criteria (neighborhood and open space connections, amenities for visitors, and access to public facilities).

The score for Segment 1 sidewalks ties with two other projects as the highest priority pedestrian improvements in the PBEMP (project number P143 on Page 7-6). Like the Segment 1 bike lanes, the sidewalk scored high due to its location with respect to NSES and other evaluation criteria.

The Segment 2 sidewalk is not listed as one of the top 15 projects in the PBEMP due to a scoring error. They are project numbers P100 and P101 on Page 7-2. These projects scored artificially low because of a missing bus stop in the underlying data. Once the score for proximity to a school bus stop is corrected, Segment 2 sidewalks become the second top priority sidewalk in the PBEMP after Segment 1 sidewalks.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The Applicant contacted the California Highway Patrol (CHP) and the County of San Bernardino Sheriff's Department (SBSD) to gather traffic collision data for relevant road sections. CHP indicated that the SBSBD maintains the most thorough collision data pertinent to the Project and that the SWITRS and TIMS data are not accurate. Available TIMS maps are attached for geographic reference purposes only.

The SBSBD researched Federal, State and Local databases to account for all accidents that occurred within the past 5 years within the Project Corridor. A letter from SBSBD Captain Tom Bradford is attached. Forty-five accidents have occurred in Segment 1 in the last 5 years. Two involved collisions with pedestrians and two involved collisions with bicycles. Twenty-six accidents have occurred in Segment 2, but none involved pedestrians or bicycles (Attachments: I-2A-1 TIMS maps, I-2A-2 BBSO collision letter).

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas:**
- (15 points max.)**

SR18 functions as a main pedestrian access route for students walking to Big Bear Elementary School (BBES) and Big Bear Middle School (BBMS) and for students walking to bus stops that serve



all the schools within the Big Bear Valley. Segment 1 is a primary route for children traveling from portions of Big Bear City to NSES and BBMS through a busy traffic corridor for which there is no practical alternate.

This roadway is used by local residents as well as a substantial visitor population who are frequently unfamiliar with the roadway system and conditions. Traffic speeds and volumes on the roadways are substantial, which is a significant hazard to pedestrians and bicyclists. Recent traffic counts revealed an ADT of approximately 9,800 travelling on Segment 1, which has no turn lanes, a travel lane in each direction, and paved/unimproved shoulders of varying width. Prevailing motorist speeds are frequently observed well above the posted 40 mph speed limit. Pedestrians typically walk outside of the edge lines on Big Bear Boulevard risking trip and fall hazards.

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.

Current lane widths in the Project Corridor range from 12' to 15'. To accommodate the proposed improvements and to calm traffic, lane widths will be narrowed to a consistent 12' width. Experts state that "Restriping of roadways to provide fewer lanes or narrower lanes can create enough room for a bike lane or a curb lane wide enough for bicyclists and motorists to share comfortably. At the same time, fewer or narrower lanes may tend to reduce vehicle speeds. Such modifications can be viewed either as the roadway being restriped to accommodate bicycles, or as bicycle lanes being used as a means to calm traffic." (DeRobertis, M. and Wachtel, A., Institute of Transportation Engineers, see attachment I-2B)

- Improves sight distance and visibility between motorized and non-motorized users.

Widening the width of the improved roadway by constructing sidewalk and shoulder will increase sight distance by removing visibility-limiting hillside on a heavily traveled, winding mountain road. Crossing improvements such as a pedestrian hybrid beacon at Segment 2 and signals accompanied by high visibility crosswalk striping at Segment 1 will also greatly improve the ability of drivers to see non-motorized users.



- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**

Traffic calming measures, such as lane width reduction and roadway markings alerting motorists to the presence of pedestrian and rolling users, will help minimize conflicts between motorized and non-motorized users. The traffic calming measures reduce the observed speed limits and heighten driver awareness. Crossing improvements will lessen the number of non-motorized users forced to cross the roadway without the aid of traffic control devices. Pedestrian and rolling users frequently cross SR18 at its intersections with Cienega, Stanfield, and Division without the aid of either striped crosswalks or pedestrian actuated crossing signals.

- **Improves compliance with local traffic laws for both motorized and non-motorized users.**

See above responses.

Additionally, traffic calming measures implemented by this project will encourage more motorists to observe the posted speed limits.

- **Addresses inadequate traffic control devices.**

See above responses.

- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**

To address the safety issues associated with walking to the schools, this project will fill-in sidewalk gaps along critical walking routes. These actions will provide flat, continuous walking surfaces separated from the street, allowing children and their parents to avoid conflicts with vehicles in congested areas. The reduced number of conflict situations will reduce the potential for pedestrian/vehicle accidents. As part of sidewalk construction at both locations, ADA curb ramps will be installed as appropriate to better accommodate pedestrians, meet ADA public rights-of-way guidelines and reduce the occurrence of walking and rolling in undesirable locations within the roadway.



- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

See above responses.

Additionally, providing the aforementioned improvements will give students that live in the disadvantaged communities of Big Bear Lake and Big Bear City an option that has never been available to them; namely the option to walk or bike to local schools and bus stops without having to compete with fast moving motorized traffic. Currently, pedestrians must walk on the narrow paved shoulder areas or on several uneven dirt and grass areas that are typically wet and muddy and not ADA compliant. For situations where adults with stroller-age children accompany their school-age children, the strollers cannot be pushed on the uneven dirt and grass areas. This limits the number of parents and children that can safely walk to school.

(Attachments: I-2B lane narrowing,)



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The SR18 mobility project was identified through the PBEMP process which broadly engaged about 10% of the community both informally, through various activities, and formally on committees.

Figure 1 lists names of all committees members and the following provides more detail.

- The **Stakeholder Advisory Committee** included residents, community leaders, pedestrian, bicycle, and equestrian user groups, safe routes to schools advocates, social service representatives, and the school district.
- The **Recreation Industry Advisory Committee** included employers, existing and potential recreational business owners, the City's Economic Development department, and healthy living advocates.
- The **Technical Advisory Committee** included the City and County Planning and Engineering Departments, the City Public Works Department, as well as representatives from other agencies.

Prior to adoption, the City also consulted with SANBAG and the County Sheriff's Department. In addition, about 75 grade school youth and about 30 high school youth were directly engaged.

The outreach process included numerous public meetings including 3 outreach events, Planning Commission and City Council updates, two City Council public hearings, a Complete Streets Workshop, and presentations for local service organizations such as the Big Bear Rotary. An example sign-in sheet and flyer is included in this application. Youth are the main conduit between the City and Spanish speaking members of the community. Therefore much translation involved communications between students who participated in youth outreach and their parents.



Figure 1 - PBE Master Plan Acknowledgements Page

Big Bear Valley Pedestrian, Bicycle and Equestrian Master Plan

ACKNOWLEDGEMENTS

The production of the Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan would not have been possible without the thoughtful and committed participation of hundreds of people. We would like to thank the following key contributors.

<p>Stakeholder Advisory Committee Meredith Brandon Miki Carpenter Rob Carpenter Fred Goldsmith Stacy Gorin Phil Hamilton Gail Hastain Patrick Kell Marylyn Shubin Craig Smith Jerry & Carol Vantine Ed Wallace</p>	<p>Recreation Industry Advisory Committee Bob Antonacci Jack Bailey Lyle Haynes Derek Hermon Patrick Kell Karen Lundgren Rick Reed Heather Salzer-DeVito Craig Smith Matt Smith Rachael Wade</p>
<p>Consultant Team Steve Lang, MIG Jay Renkens, MIG Matt Kowta, BAE Urban Economics Charlie Gandy, Livable Communities, Inc. Seth Torma, KOA Corporation Jan Hancock, Hancock Resources, LLC</p> <p>The following elected and appointed officials were instrumental in the guidance and planning of this document.</p>	<p>Technical Advisory Committee Jim Miller, City of Big Bear Lake David Lawrence, City of Big Bear Lake Siri Eggebraten, City of Big Bear Lake Christney Barilla, San Bernardino County Mohammad Qureshi, San Bernardino County Dan Kopulsky, Caltrans Scott Tangenberg, US Forest Service Kathy Hawksford, Mountain Area Regional Transit Glenn Jacklin, Big Bear Valley Park & Recreation Reggie Lamson, Department of Water & Power Scott Heule, Big Bear Municipal Water District</p>
<p>City of Big Bear Lake City Council City of Big Bear Lake Planning Commission San Bernardino County Board of Supervisors</p>	
<p>Finally, a special thank you is owed to the California Department of Transportation and to Rebecca Forbes for her administration of the Community-Based Transportation Planning Grant that funded the project.</p>	



Figure 2 - Flyer including photos from Saturday Academies and Field Trip

BIG BEAR VALLEY

PEDESTRIAN, BICYCLE AND EQUESTRIAN

master plan

In January & March, the Ped, Bike, Equestrian Master Plan Team went to school and took a field trip to Long Beach. During these activities, both youth and community leaders have learned about what the Master Plan can do for them and have done great things for the Master Plan.

Public Workshop #3: Projects and Implementation

Tuesday, April 30, 2013
6:30 p.m.
City of Big Bear Lake
Performing Arts Center
39707 Big Bear Boulevard, Big Bear Lake

Topics to be covered include:

- Draft Master Plan
- Project and program lists

Activities will include:

- Prioritizing proposed projects and programs

What is the Master Plan?

The Big Bear Valley Pedestrian Master Plan process is underway. Completion is anticipated for June or July 2013. The plan will be:

- A blueprint* for creating a community of healthy neighborhoods enjoyable and safe for people on foot, bike, horseback and other alternative modes of transportation.
- A guide* for attracting and building businesses related to the recreation industry.

www.gettherebigbear.com | Siri Eggebraten: 909-866-5831 ext. 128 | seggebraten@citybigbearlake.com



Figure 3 - Spanish version of flyer

BIG BEAR VALLEY

PEDESTRIAN, BICYCLE AND EQUESTRIAN

master plan

El enero y el marzo, el Equipo del Plan Maestro se fue a la escuela y se fue a Long Beach en una salida de campo. Durante estas actividades, ambos líderes participantes jóvenes y comunitarios aprendieron que pueda hacer el Plan Maestro para ellos y hicieron cosas muy buenas para el Plan Maestro.

Taller Público #3: Los Proyectos y la Implementación

El martes, 30 de abril 2013

6:30 p.m.
Ciudad de Big Bear Lake
El Centro de Artes Escénicas
39707 Big Bear Boulevard, Big Bear Lake

Los temas que se van a considerar:

- El Borrador del Plan Maestro
- Las listas de proyectos y programas

Las actividades incluirán:

- Prioritizar los proyectos y programas propuestos

¿Qué es el Plan Maestro?
El proceso para desarrollar el Plan Maestro para el Valle Big Bear está en marcha. Se anticipa que terminara el junio o julio del 2013. El plan será:

Un modelo para crear una comunidad de vecindarios saludables que son agradables y seguros para las personas andando en pie, bicicleta, caballo o otros modos alternativos de transporte.

Un guía para construir y atraer a los negocios relacionados a la industria de recreación.

www.gettherebigbear.com | Siri Eggebraten: 909-866-5831 ext. 128 | seggebraten@citybigbearlake.com

**Figure 4 - Sign-in sheet from pre-planning meeting to when committees were formed**

Trails Master Plan Stakeholder Meeting September 6, 2012 -- Sign In Sheet			
Name	Organization	Telephone	E-Mail Address
1. <i>Marglyn Shubin</i>	<i>none</i>		<i>MARGYNSHUBIN@aol.com</i>
2. <i>Bob Kinzel</i>	<i>RIM PARK & REC. DIST</i>	<i>337-7275</i>	<i>BKINZEL@RIM-REC.ORG</i>
3. <i>Miki Carpenter</i>		<i>818-414-5859</i>	<i>miki.carpenter@hotmail.com</i>
4. <i>Meredith Brandon</i>	<i>SBNFA</i>	<i>909-382-2842</i>	<i>mbrandon@nationalforestsassociation.org</i>
5. <i>JIM WEYANT</i>	<i>Big Bear Posse</i>	<i>585-8455</i>	<i>jimweyant@aol.com</i>
6. <i>DENNIS McWHINNEY</i>	<i>Big Bear Posse</i>	<i>585-7484</i>	<i>AMOSTRARCH@CHARM.NET</i>
7. <i>FRED GOLDSMITH</i>	<i>Big Bear Posse</i>	<i>754-9333</i>	<i>FREDGOLDSMITH@GMAIL.COM</i>
8. <i>DAVID DUESLER</i>	<i>" " "</i>	<i>909-584-2220</i>	<i>---</i>
9. <i>Janet DiBarue</i>	<i>" " "</i>	<i>909-557-3526</i>	<i>JRHWT@Ymail.com</i>
10. <i>Janis Mann</i>	<i>none</i>	<i>951-205-5585</i>	<i>GVVAMIRACLE@aol.com</i>
11. <i>Harry D Baird</i>	<i>none</i>	<i>909-496-4601</i>	<i>---</i>
12. <i>Bob Winter</i>	<i>Big Bear Posse</i>	<i>909-585-0377</i>	<i>Brewinter2@usaizon.net</i>
13. <i>John Ylitalo</i>	<i>BVES</i>	<i>909-741-4399</i>	<i>YlitaloJohn@yoloo</i>
14. <i>Michael Perry</i>	<i>BB Cycling</i>	<i>909-586-5919</i>	<i>calcolsol@gmail.com</i>
15. <i>Rob Carpenter</i>			<i>bigbearcarpenter@gmail.com</i>

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Stakeholders were engaged in a wide variety of ways due to the diversity we intended to reach. In addition to those listed in Figure 5, we also hosted field trips and three "Saturday Academies." The field trips included a walking trip for seniors, a hiking trip that attracted local families and visitors, and a biking field trip that attracted 20- and 30-somethings. The "Saturday Academies" helped the City to reach disadvantaged residents (youth and their families) who typically do not attend public meetings. The students learned about the planning project, non-motorized transportation, streetscape improvements, and the benefits of leading active lifestyles. In turn, the students prepared materials that they brought home to share with their parents.



Figure 5 - Excerpt from PBEMP highlights outreach activities

- **Focus Groups and Stakeholder Interviews:** Focus groups and one-on-one interviews were conducted to get in-depth feedback from specific stakeholders at the on-set of the project. In addition, a series of interviews were conducted with representatives from four user groups including, road cyclists, mountain bikes, non-motorized commuters and equestrians. Each participant gave an overview of their own interests, as well as their views on areas of need.
- **Complete Streets/Smart Mobility Workshop:** On November 13, 2012 the planning team hosted a daylong "Complete Streets Workshop/Smart Mobility Workshop" in conjunction with the National Complete Streets Coalition. The workshop provided an engaging and educational discussion as well as an opportunity to design the future of the transportation system in the Valley.
- **Art Contest:** Area youth were engaged through discussions with high school students and an art contest. The art was used to attract attention to the project and awards were distributed during the first Community Workshop.
- **Community Workshops and Open House:** There were three public workshops held at major project milestones. The City held the first event in November 2012 to discuss the community's vision for the future of the pedestrian, bicycle and equestrian system in the Valley. The second workshop was held in January 2013 to explore the system and begin identifying how the future network should be improved. A final open house was held in the spring of 2013 to present the proposed system, allowing the public to view and comment on prioritized projects.
- **Community Questionnaire:** The project team developed a non-statistically significant community questionnaire to help address specific questions related to system-wide use, benefits and improvements. Responses to several demographic questions also helped verify respondent information from data gathered from US Census estimates. The questionnaire was available on-line, through a link on the City and project website, as well as in paper version. The questionnaire was active from the winter to spring of 2013. There were 151 total and 107 complete responses.
- **Project Website:** The project's website (gettherebigbear.com) provided the public with information, documents and updates on the project. During the second phase of the project, the team developed an interactive map that allowed users to identify ideas and solutions for improving the network. The site provided a calendar and list of upcoming events and ways to find out more about the project. Through a link on the website, members of the public provided written comments via email which were tracked by the planning team.



Each public meeting attracted 40-90 people, which is a significant portion of the population in a community of 5,000 residents. Such attendance is unprecedented in the City. The public workshops were noticed with flyers incorporating student art and photos of students to attract attention. They were distributed by email, appeared in the local newspaper, and were posted on both the project website and the City's web page. Facebook was also used to enhance the sociodemographic reach of noticing. All meetings were accessible by public transportation. However, we saw more attendees choosing to ride their bike than to take the local bus.

Translation services were available, but not needed, during public outreach as our Spanish speaking population preferred to participate more informally.

Childcare was not provided during meetings. Instead, children were incorporated into youth- and family-oriented events as described previously.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

Feedback received during the stakeholder engagement process produced:

- **Energy, enthusiasm, and a uniting vision:** From the field trips, the Saturday Academies, the public workshops, and the newspaper articles that documented the process, the community generated energy, enthusiasm, and ideas that encouraged the City Council and resulted in a unifying vision for the overall community.
- **Issues and Opportunities:** Members of the public voiced their concerns and also identified key opportunities during field trips and in public workshops. An excerpt from the PBEMP summarizes these in a matrix format.
- **Key findings:** The community questionnaire helped us to identify key findings regarding the demographics of interested residents, opinions about the local economy, values related to community identity and livability, non-motorized facility preferences and types of current non-motorized activity, and concerns about safety, access, and wayfinding.



Figure 6 - Excerpt from BPEMP shows issues and opportunities identified through the public outreach process

Table 3.1: Issues and Opportunities Matrix

Opportunities	Key Issues														
	Connectivity and Infrastructure					Safety				Economy					
	Few commuters biking and walking	User conflicts	Lack of amenities for non-motorized users	Limited signage and system awareness	Poor trailhead parking	Incomplete routes	Narrow roads	Lack of safe routes to school	Traffic speeds	Large traffic volumes for short time periods	Unsafe crossings	Poor visibility	Few visitors in off-season	Lack of overnight and extended stay visitors	Low wage jobs and seasonal employment
System Connectivity and Infrastructure															
Bike lanes and safer streets	•	•	•			•	•	•				•			
A series of recreational loops	•	•	•			•									
Better end-of-trip facilities	•	•	•		•		•								
Increasing access to key destinations	•	•	•			•	•								
Improving links to transit	•		•			•	•		•						
Using utility and creek corridors	•		•			•	•								
Improved access to the lake						•									
Better signage and wayfinding	•	•	•	•		•		•	•	•	•				
Safety															
Education and enforcement Programs	•	•		•			•	•	•	•	•		•		
Safer crossings	•	•	•	•		•		•	•	•	•				
Slowing traffic and maintaining flow	•	•					•	•	•	•	•	•			
Economic Development															
Attracting residents, workers and businesses													•	•	•
Attracting families and providing beginner experiences													•	•	•
Athlete training and major sporting events													•	•	•
Encouraging motorists to park once	•												•		
Leveraging local and out of town businesses and partners													•	•	•

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The City employs their website to inform the public about implementation of the PBEMP and meeting agendas are available to the public regarding contracting for construction services. In



addition, appointed and elected officials update constituents through their own outlets. Other Master Plan implementation activities include the Rathbun Corridor Sustainability Plan (RCSP), which includes an extensive outreach process to youth. Avenues of communication for the RCSP will also be used to update stakeholders on Segment 1 and 2 improvements proposed in this application.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

The Valley is home to disadvantaged populations including kids who experience mental, social, and physical challenges as reported by the California Department of Education (kidsdata.org).

In the local school district, 70% of students failed to meet fitness standards. This may be attributed to a lack of sufficient physical education or activities at school and at home. For the 2011-2013 school year, 24% of school staff reported that students had limited to no physical education and activity opportunities at school, which may be attributed to overextended budgets in the district.

Lack of physical activity makes coping and social relationships difficult. Among 7th graders, 49.4% reported bullying, 8.6% reported a low number of caring adults in the community, and 21.3% reported depression-related feelings.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The Project will provide new opportunities for more students to walk or bike to school. Active commutes provide students with:

- **Increased physical activity:** those who walk or bike to school accrue more minutes per day than those who don't
http://activelivingresearch.org/files/ALR_Brief_ActiveTransport_0.pdf
- **Stronger connections and wellbeing:** walking or biking generates connections among participants and increases self-confidence



http://www.jstor.org/stable/10.7721/chilyoutenvi.16.1.0121?seq=1#page_scan_tab_contents)

- **Improved school performance:** increased activity from walking and biking leads to higher levels of focus and success in school work

<http://www.sciencedaily.com/releases/2014/10/141014094753.htm>)



Part B: Narrative Questions

Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

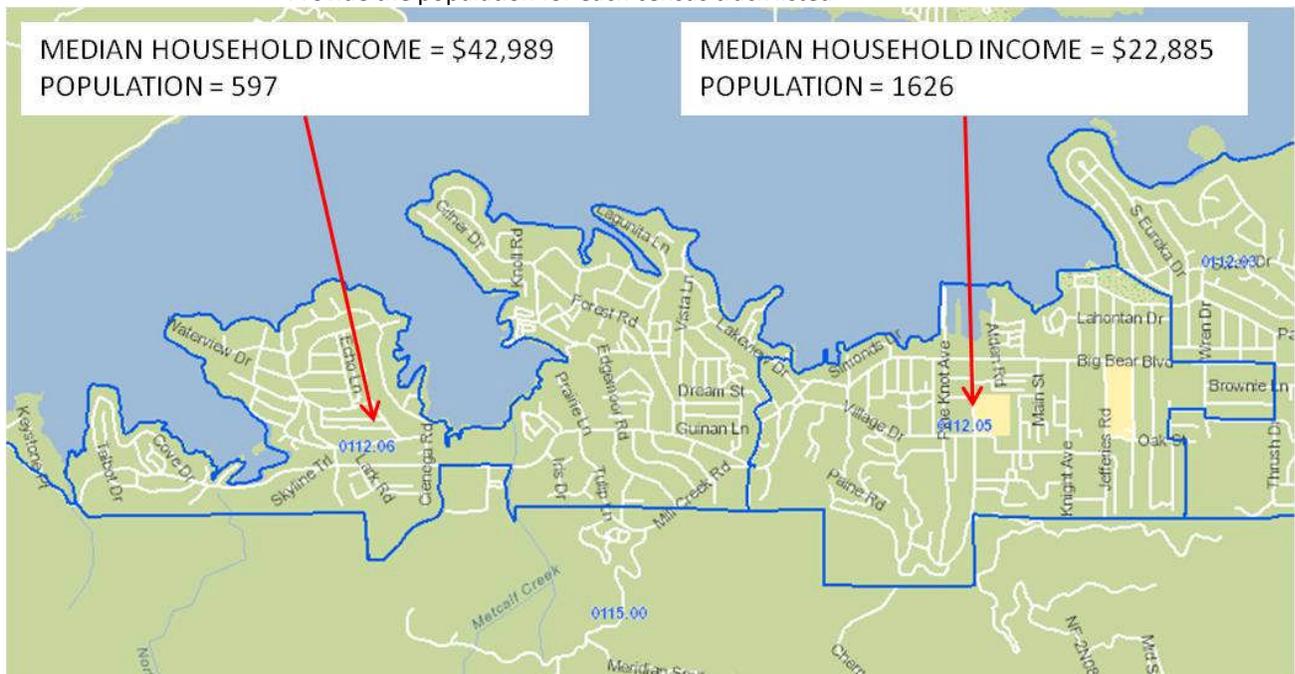
1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

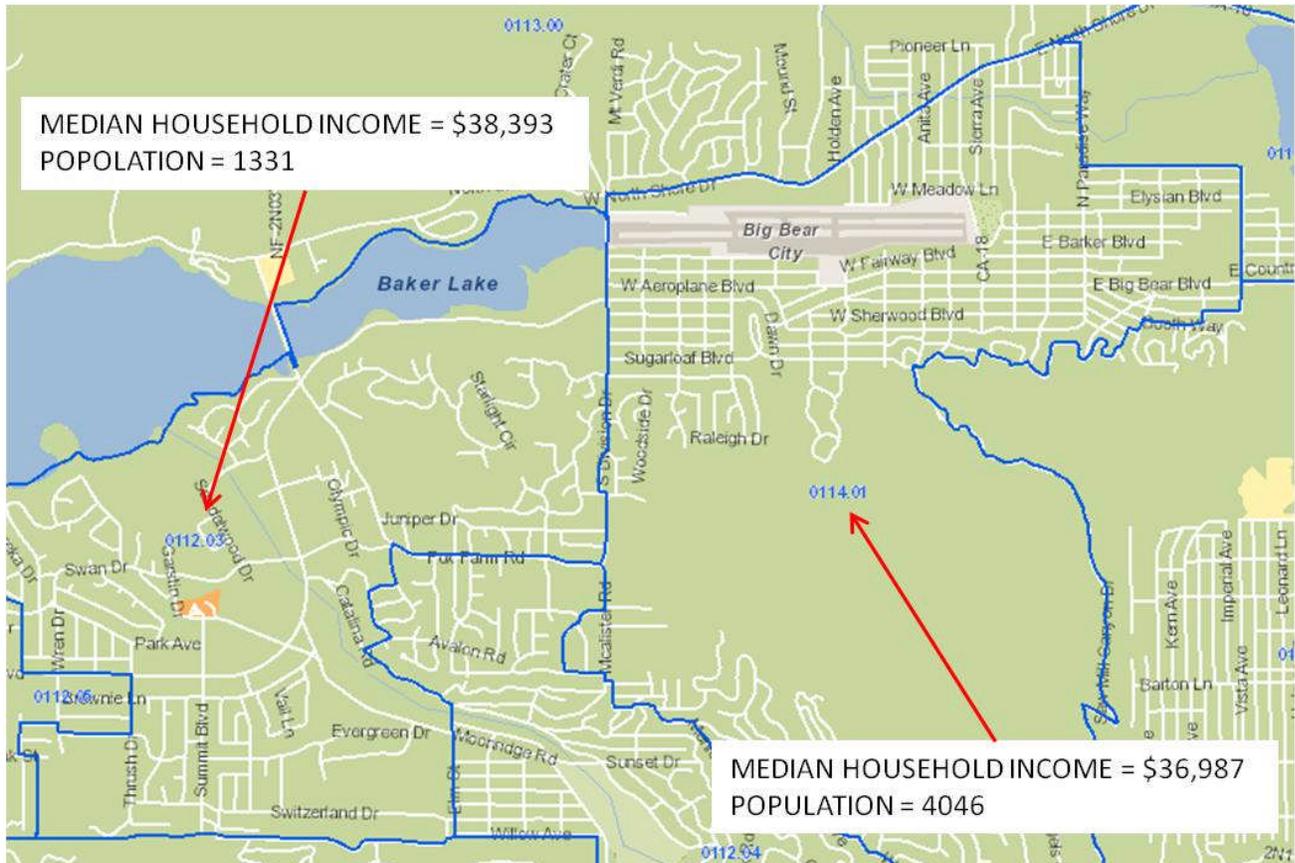
Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$ See graphics and table below

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed





CENSUS TRACT	MEDIAN HOUSEHOLD INCOME	POPULATION
112.03	\$38,393	1,331
112.05	\$22,885	1,626
112.06	\$42,989	597
114.01	\$36,987	4046

B. For proposals located within disadvantage community: (5 points max)

**What percent of the funds requested will be expended in the disadvantaged community? 100.0%
Explain how this percent was calculated.**

100% of the funds requested for this ATP project will be expended within Big Bear Lake and Big Bear City, both of which are disadvantaged communities as illustrated above. The intent of this project is to increase connectivity between the two specific project areas and schools, employment, shopping, and existing non-motorized infrastructure by constructing safe facilities for the use of all rolling and pedestrian residents of the Big Bear Valley. These facilities will also have



the ancillary benefit of drawing more non-resident, non-motorized enthusiasts to our resort town which survives on revenue from tourism, primarily.

- C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)**
Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The Project will provide a direct, meaningful, and assured benefit to members of the disadvantaged community foremost by increasing activity levels among students and workers who live in lower income areas, reducing the cost of commuting for adults, creating stronger community connections for students and workers, and increasing safety in places where people must walk and bike in the road or along narrow non-maintained shoulders. Bicycle lanes will provide designated places to ride and sidewalks will provide positive barriers to minimize vehicular-pedestrian collisions.

Disadvantaged communities will be targeted through support from the Bear Valley Cycling Association, which offers weekly community rides and the Bike to School Scholarship Program. The scholarship program distributes bikes to students whose families cannot afford bicycles.

Members of our disadvantaged community are challenged by mental, social, economic, and physical problems. Bicycling and walking are helpful strategies to target each of these problems simultaneously.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

For Segment 1, Stanfield Cutoff to Division Drive, the Applicant considered 3 different options:

- 1) Place sidewalks and bike lanes on both sides of the highway. Due to the steepness of the hillside on the south of the project this option was deemed cost prohibitive due to the extensive retaining walls that would have been required to accomplish required minimum cross-sections.
- 2) Place a sidewalk and bike lane on only one side of the road. This option was cost effective, but the Applicant felt that the benefit would be minimized if bike lanes were only placed on side of the road. The Applicant felt that this would discourage full utilization of the active transportation modes.
- 3) After analyzing the existing cross sections of the highway, the city deemed that the existing oversized vehicular lane widths could easily be reduced to allow for bike lanes on both sides of the street while still adding sidewalks on the south side. Placing the additional bike lane on the north side of the street will encourage maximum usage of the bike lanes and adds very little cost to the overall project since most of the highway already has sufficient pavement widths to accommodate the extra bike lane. Also, since both sides of the project have four way signalized intersections, it was deemed that the sidewalk only needed to be on one side of the street since readily available safe crossings will exist at both ends of the project after crossing improvements are constructed.

For Segment 2, Cienega to Edgemoor, The Applicant also considered three options:

- 1) Place sidewalk on the south side of the road and bike lanes in both directions. This option was deemed to have a low benefit since no bike lanes exist at either end of the project. This would have created dead end bike lanes with no connectivity resulting in very little additional bike usage. It was also deemed cost prohibitive due to the inadequate right-of-way available for such a cross section.



- 2) Place sidewalk on both sides of the street with no bike lanes. This option was also cost prohibitive due to inadequate available right-of-way and prohibitive down-sloping cross slopes within the dirt shoulder on the north side of the street.
 - 3) The last option considered was sidewalks only on the south side of the street. This option was the most cost effective due to the proposed cross-section fitting comfortably within the existing available right-of-way and due to the gentler up-sloping shoulder conditions on the south side of the road. The benefit was also maximized by placing the sidewalk on the south side of the road since this was the location of the majority of the potential business destinations of pedestrians, including City Hall, the Performing Arts Center, multiple restaurants, lodges, and a convenience store.
- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

I found the B/C tool easy to use and appreciated the in depth instructions on the second sheet. I also appreciated the automatic "pop-up" warnings that would come up if you started to fill out a section incorrectly.

(Full project cost = $\frac{3,603,697}{1,898,880} = 1.97$ and ATP funded portion only = $\frac{3,603,697}{1,519,104} = 2.47$).



Part B: Narrative Questions

Detailed Instructions for: **Question #7**

QUESTION #7**LEVERAGING OF NON-ATP FUNDS (0-5 points)**

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

	Amount (\$1,000s)	Percent of total project funds
TDA Art. 3 funds (local match)	159	8.37%
Big Bear Lake General Fund (local match)	221	11.64%
Total Non-ATP funds leveraged for ATP eligible costs	380	20.01%
ATP funds requested	1,519	79.99%
"Non-participating" funds	0	0%
Total Project Funds	1,899	100%



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
 - Project Description
 - Detailed Estimate
 - Project Schedule
 - Project Map
 - Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
-
- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
 - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

See Attachment I-8 for the e-mail correspondence between the applicant and the CCC.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The Applicant has never had a project failure and has delivered many Local Assistance projects on time and on budget. The Applicant has also successfully delivered many EEM, EEMP, CDBG and DOE grant projects with no history of failures. The Applicant intends to complete the proposed project successfully and on time, also. The following is a list of successful Applicant Grant projects administered by Local Assistance in the past 5 years:

- 2009 – HSIP – widen Big Bear Blvd Paine to Pine Knot – successful completion – delayed two years in order to accommodate other grant projects in the same area.
- 2010 – SR2S – Knickerbocker Sidewalk – successful completion - on time
- 2011 -- SR2S – sidewalk Big Bear Blvd. Talmadge to Edgemoor – Design phase is 95% complete – project scheduled for on time delivery.
- 2011 -- Transportation Planning Grant – develop a multi community, multi jurisdictional Active Transportation Plan – successfully completed – on time (Note, this current grant application is an effort to complete specific items identified in this master plan)
- 2012 – TDA Art 3 – Big Bear Blvd sidewalk Paine to Pine Knot – successful completion – on time
- 2012 – SLPP – Pine Knot and Village Drive improvements – successful completion - on time
- 2013 – TDA Art 3/EEMP – Knickerbocker Creek Multi-use Trail – 95% complete – on time
- 2013 – HSIP – Division widening – design phase 50% - scheduled for on time delivery
- 2015 – TDA Art 3 – awarded local match funds for 2015 ATP cycle 2 grant – delivery and completion contingent upon receiving 2015 ATP funds



B. *Caltrans response only:*

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K

Attachment A

Application signature Page



Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 6-1-15
 Name: DAVID LAWRENCE Phone: (909) 866-5831 x 198
 Title: DIRECTOR OF PUBLIC WORKS/CITY ENGINEER e-mail: DLawrence@CityBigBearLake.com

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
 Name: _____ Phone: _____
 Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:  Date: 6-1-15
 Name: WALTER J. CON Phone: 909-866-4631
 Title: ASST. SUPERINTENDENT OF BUSINESS SERVICES e-mail: WALTER_CON@BEARVALLEYUSD.ORG

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? YES If yes, no signature is required. If no, the following signature is required.

Signature:  Date: 6-1-15
 Name: Haissam Yahya Phone: 909-383-4065
 Title: Senior Transportation Engineer e-mail: haissam.yahya@dot.ca.gov

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Attachment B

ATP-Project Programming Request (ATP-PPR)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:					
Project Title: City of Big Bear Lake - Big Bear Boulevard (SR18) Pedestrian and Bicycle Mobility Project					
District	County	Route	EA	Project ID	PPNO
08	sbj	SR 18			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				45				45	
PS&E				160				160	
R/W					33			33	
CON					1,661			1,661	
TOTAL				205	1,694			1,899	
ATP Funds Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				36				36	
PS&E				128				128	Notes:
R/W					26			26	
CON					1,329			1,329	
TOTAL				164	1,355			1,519	
ATP Funds Non-infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Plan Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Future Cycles									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:

Project Title: City of Big Bear Lake - Big Bear Boulevard (SR18) Pedestrian and Bicycle Mobility Project					
District	County	Route	EA	Project ID	PPNO
08	sbd	SR 18			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 3:	TDA Article 3 local match								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				4				4	SANBAG
PS&E				13				13	Notes:
R/W					3			3	Local match funds
CON					139			139	
TOTAL				17	142			159	

Fund No. 4:	City of Big Bear Lake General Fund								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				5				5	Big Bear Lake
PS&E				19				19	Notes:
R/W					4			4	Local match funds
CON					193			193	
TOTAL				24	197			221	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Attachment C
Engineer's Checklist

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: AS

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: AS

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: AS

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: AS

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: AS

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: AS

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: AS

N/A

- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: AS

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Simmons, Andrew

Title: Associate Engineer

Engineer License Number 72868

Signature: [Handwritten Signature]

Date: 5-29-15

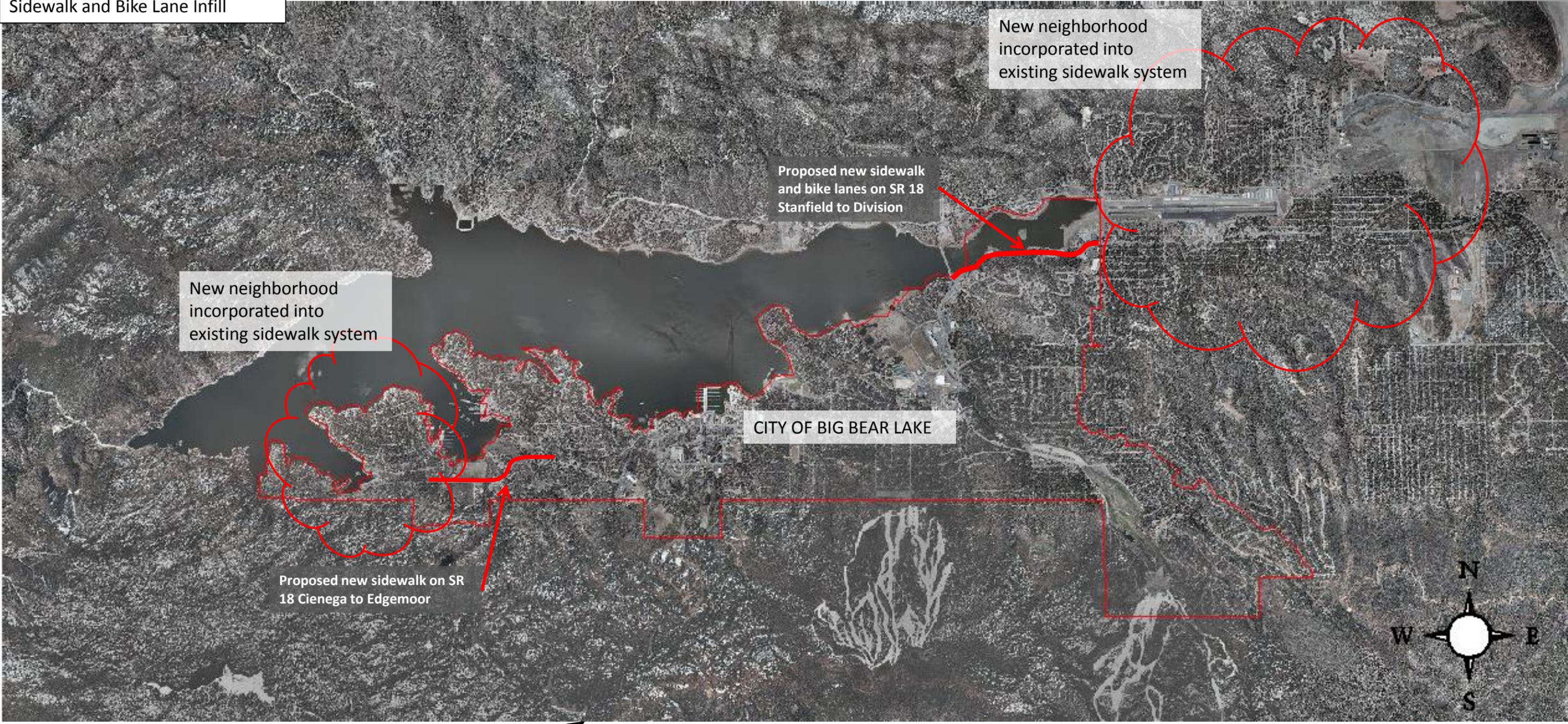
Email: asimmons@citybigbearlake.com

Phone: 909-866-5831 x 113

Engineer's Stamp:



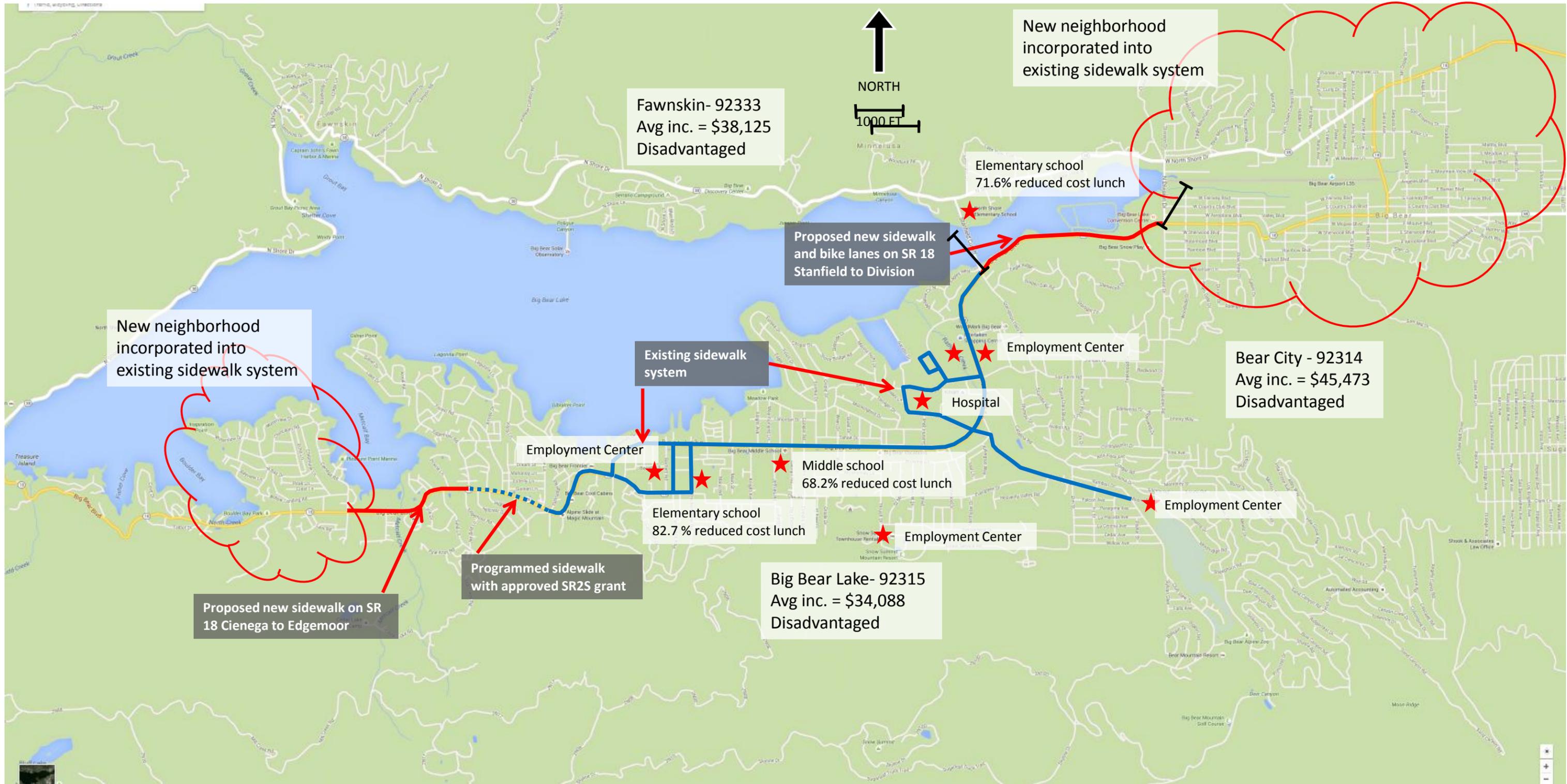
Attachment D
Project Location Map

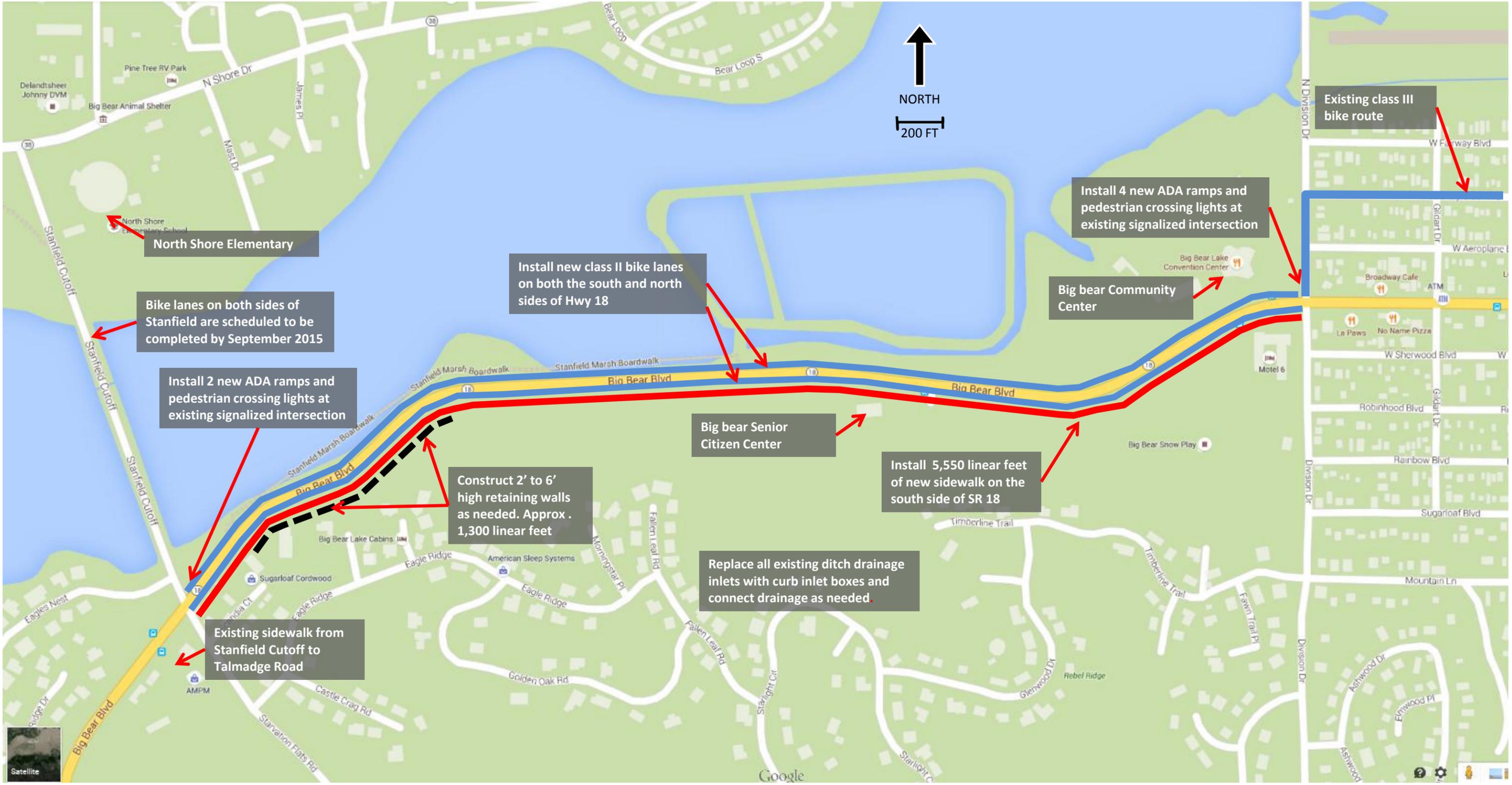


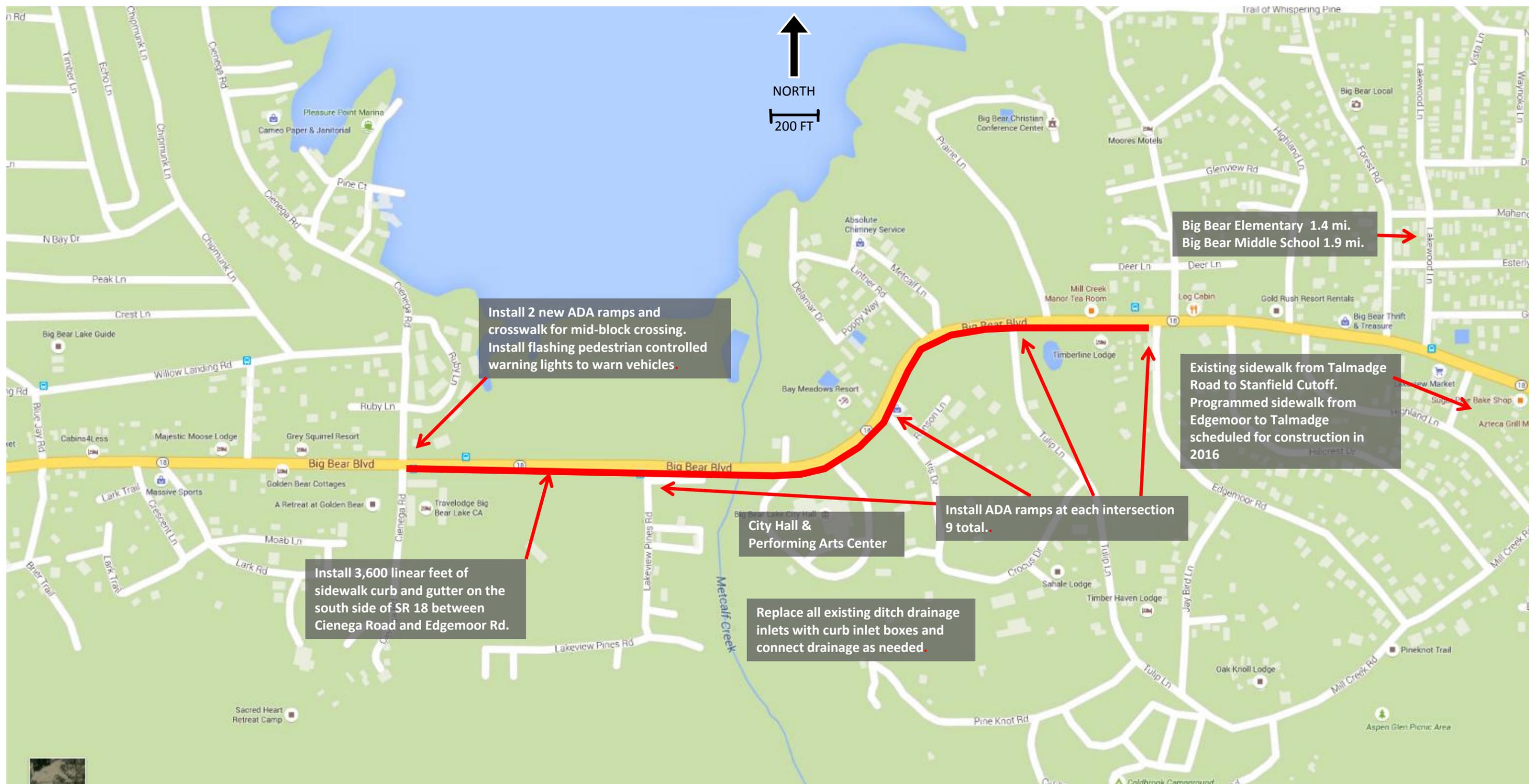
San Bernardino County

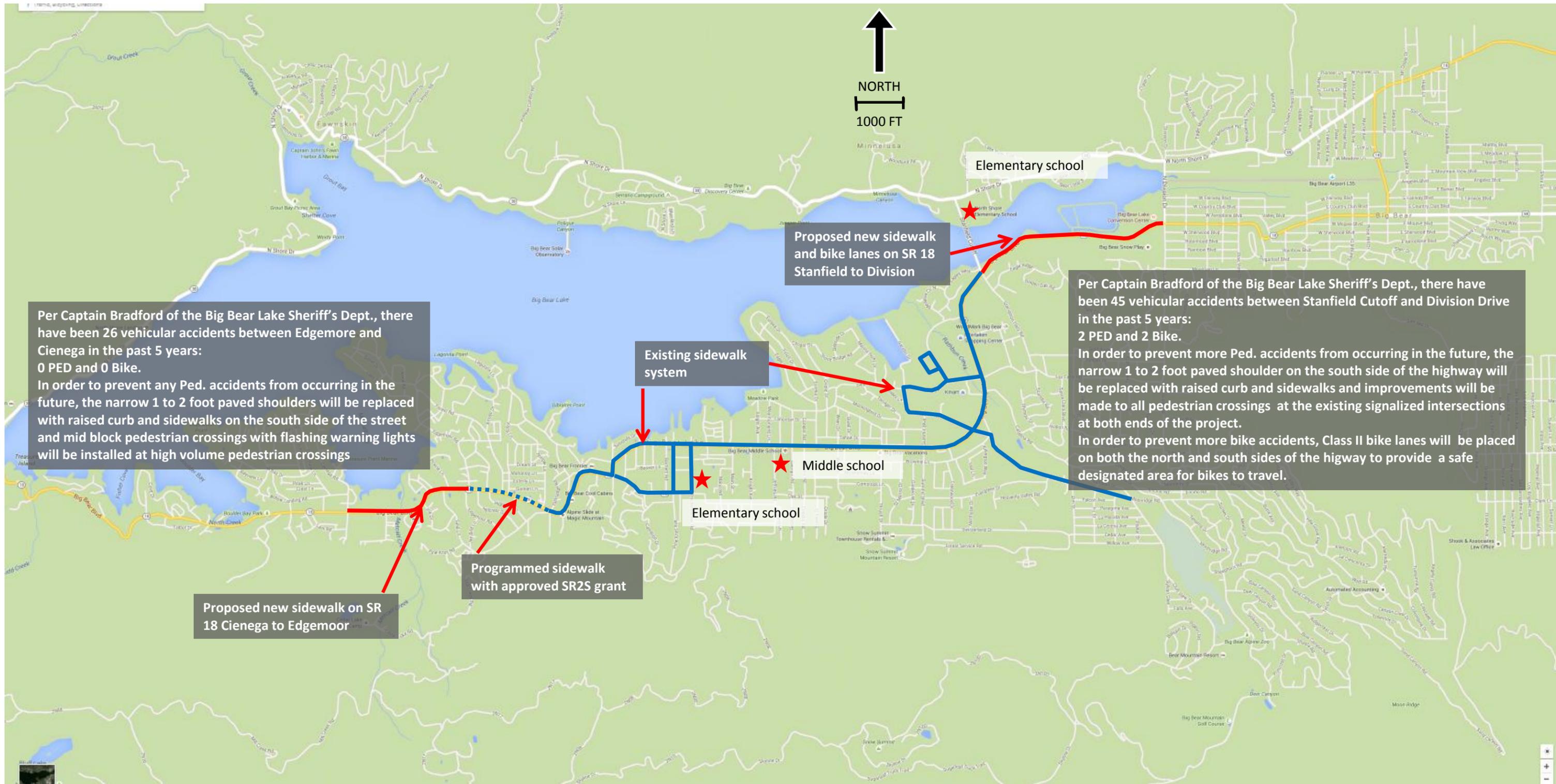
San Bernardino, County

California state average median income = \$61,094
 80% threshold for disadvantage communities = \$48,875









Per Captain Bradford of the Big Bear Lake Sheriff's Dept., there have been 26 vehicular accidents between Edgemore and Cienega in the past 5 years:
 0 PED and 0 Bike.
 In order to prevent any Ped. accidents from occurring in the future, the narrow 1 to 2 foot paved shoulders will be replaced with raised curb and sidewalks on the south side of the street and mid block pedestrian crossings with flashing warning lights will be installed at high volume pedestrian crossings

Per Captain Bradford of the Big Bear Lake Sheriff's Dept., there have been 45 vehicular accidents between Stanfield Cutoff and Division Drive in the past 5 years:
 2 PED and 2 Bike.
 In order to prevent more Ped. accidents from occurring in the future, the narrow 1 to 2 foot paved shoulder on the south side of the highway will be replaced with raised curb and sidewalks and improvements will be made to all pedestrian crossings at the existing signalized intersections at both ends of the project.
 In order to prevent more bike accidents, Class II bike lanes will be placed on both the north and south sides of the highway to provide a safe designated area for bikes to travel.

Attachment E

Project Map/Plans

showing existing conditions and proposed conditions

City of Big Bear Lake
2015 cycle 2 ATP Grant
Sidewalk and Bike Lane Infill

Sheet 1 of 8
Starvation Flats to Division Road
Bike Lanes and Sidewalk

Slope stabilization as
needed at shore and
behind retaining walls

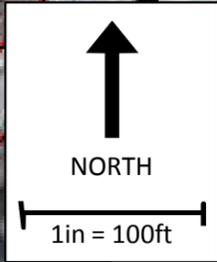
New sidewalk on south
side of HWY 18
5,550 total linear feet

From station 0+00 to 13+50: repair
asphalt shoulder which has excessive
cross slopes for proposed bike lane

New bike lane both
sides of HWY 18
11,100 total linear feet

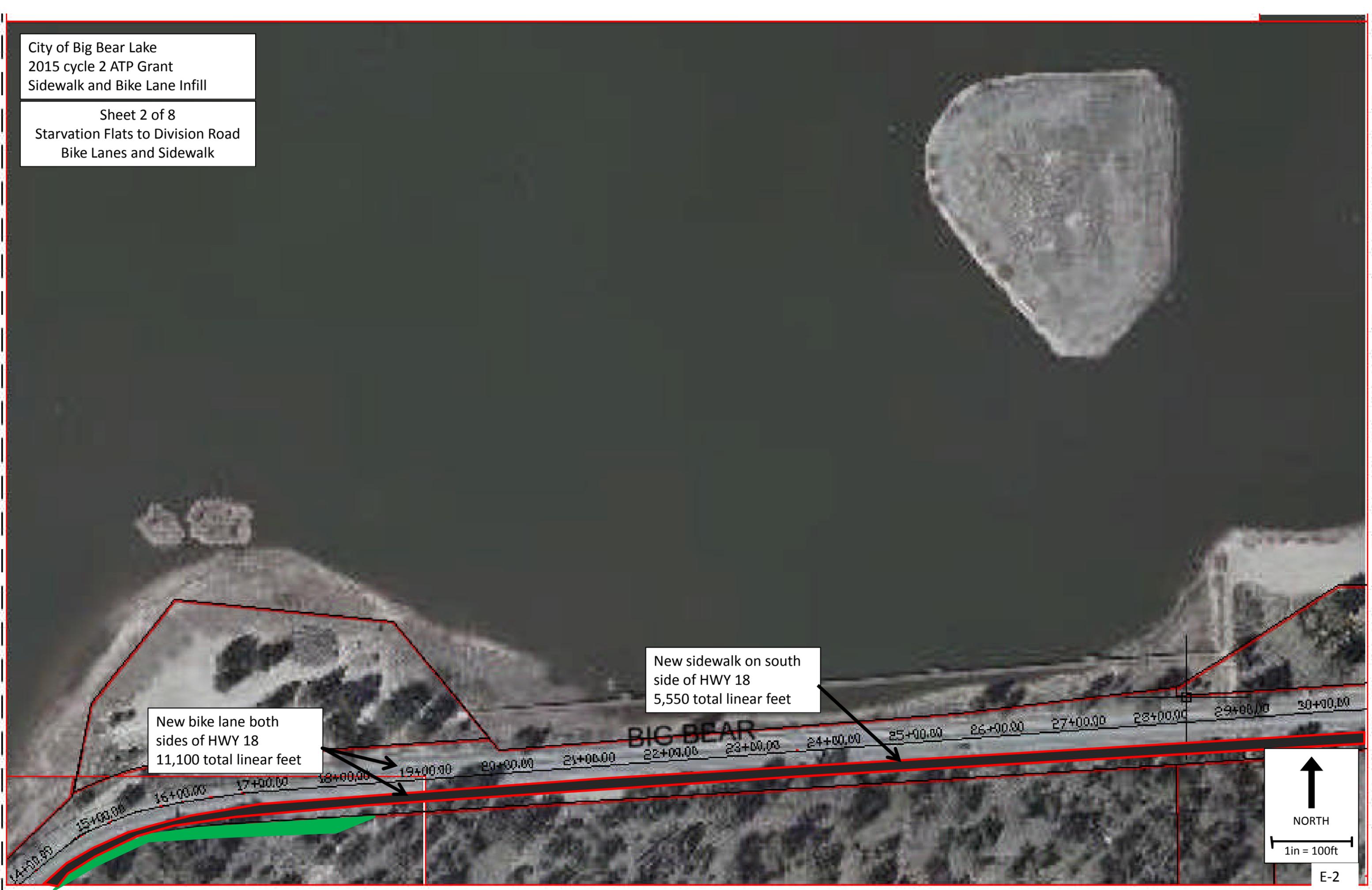
2 new ADA ramps at
intersection and new
pedestrian crossing
warning lights

Sidewalk exists on both sides of
HWY 18 West of Starvation Flats
Bike lanes exist on both sides of
the street North of HWY 18



City of Big Bear Lake
2015 cycle 2 ATP Grant
Sidewalk and Bike Lane Infill

Sheet 2 of 8
Starvation Flats to Division Road
Bike Lanes and Sidewalk



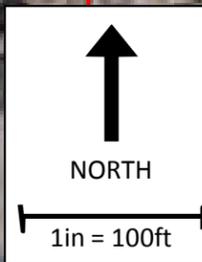
New bike lane both
sides of HWY 18
11,100 total linear feet

New sidewalk on south
side of HWY 18
5,550 total linear feet

NORTH
↑
1in = 100ft

City of Big Bear Lake
2015 cycle 2 ATP Grant
Sidewalk and Bike Lane Infill

Sheet 3 of 8
Starvation Flats to Division Road
Bike Lanes and Sidewalk



New bike lane both
sides of HWY 18
11,100 total linear feet

New sidewalk on south
side of HWY 18
5,550 total linear feet



City of Big Bear Lake
2015 cycle 2 ATP Grant
Sidewalk and Bike Lane Infill

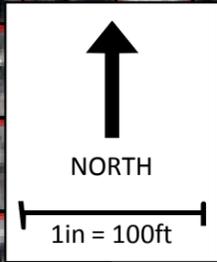
Sheet 4 of 8
Starvation Flats to Division Road
Bike Lanes and Sidewalk

New sidewalk on south side of HWY 18
5,550 total linear feet

New bike lane both sides of HWY 18
11,100 total linear feet

4 new ADA ramps at intersection and new pedestrian crossing warning lights

Alignment - (2) SO 53+68.07' 326.132'



City of Big Bear Lake
2015 cycle 2 ATP Grant
Sidewalk and Bike Lane Infill

Sheet 5 of 8
Cienega Road to Edgemoor Drive
New Sidewalk and ADA ramps



2 new ADA ramps at
intersection and new
pedestrian crossing
warning lights

New sidewalk on south
side of HWY 18
3,500 total linear feet

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00

CIENEGA

BIG BEAR

BIG BEAR

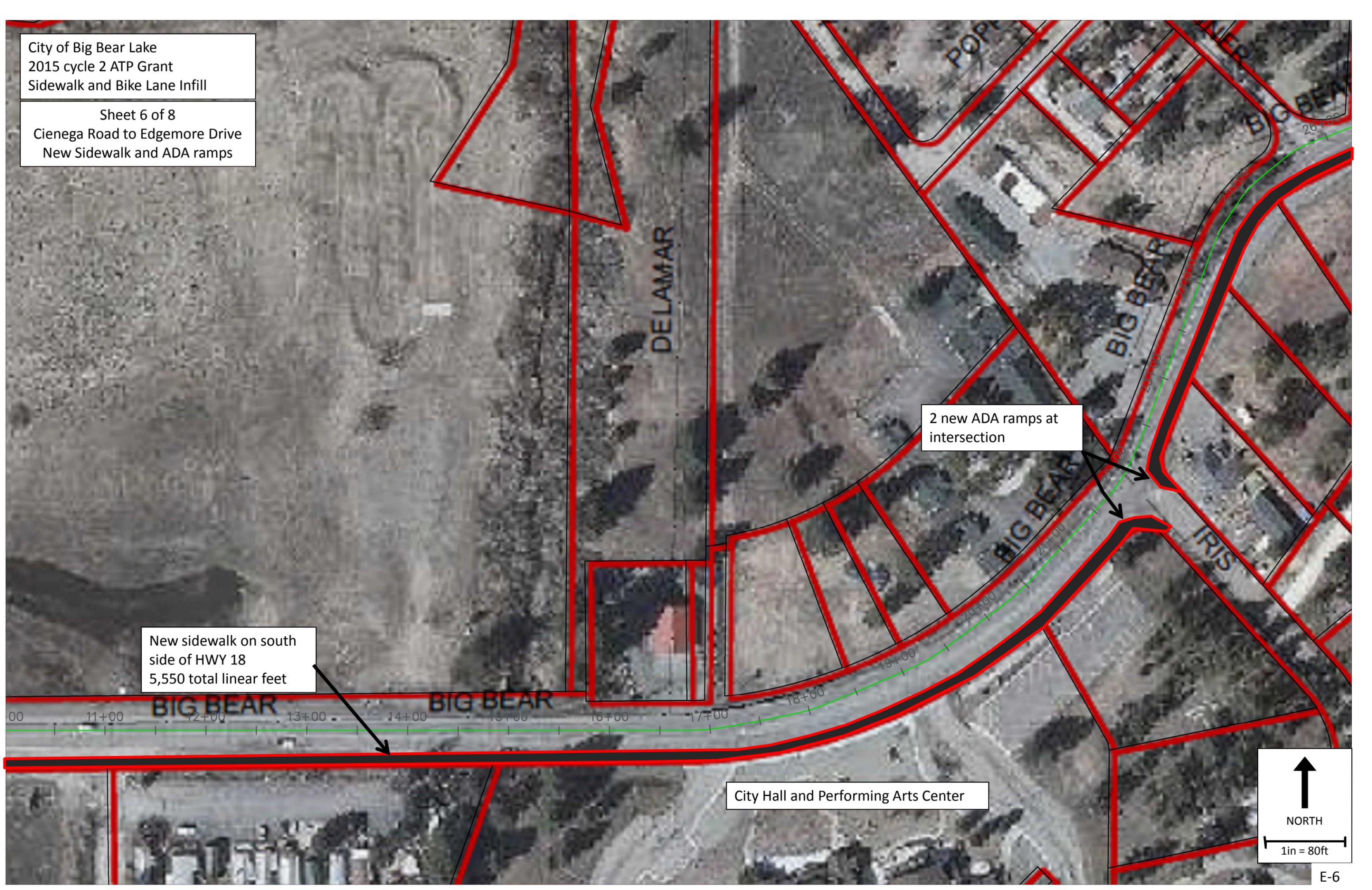
BIG BEAR

CIENEGA

NORTH
1in = 80ft

City of Big Bear Lake
2015 cycle 2 ATP Grant
Sidewalk and Bike Lane Infill

Sheet 6 of 8
Cienega Road to Edgemore Drive
New Sidewalk and ADA ramps



2 new ADA ramps at intersection

New sidewalk on south side of HWY 18
5,550 total linear feet

City Hall and Performing Arts Center

↑
NORTH
1in = 80ft

City of Big Bear Lake
2015 cycle 2 ATP Grant
Sidewalk and Bike Lane Infill

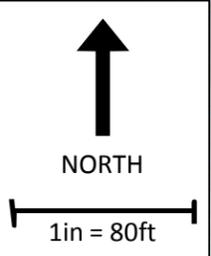
Sheet 7 of 8
Cienega Road to Edgemoor Drive
New Sidewalk and ADA ramps

New sidewalk on south side of HWY 18
5,550 total linear feet

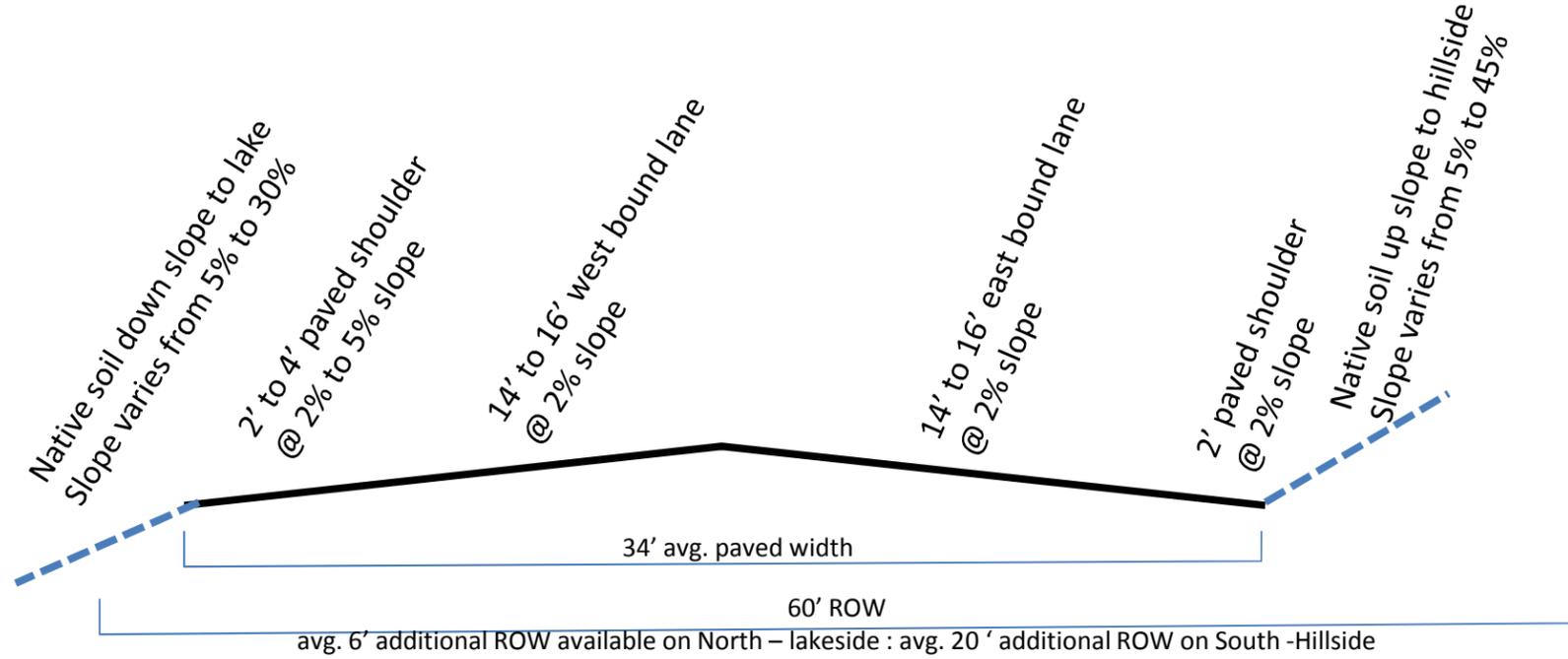
2 new ADA ramps at intersection

1 new ADA ramp at intersection

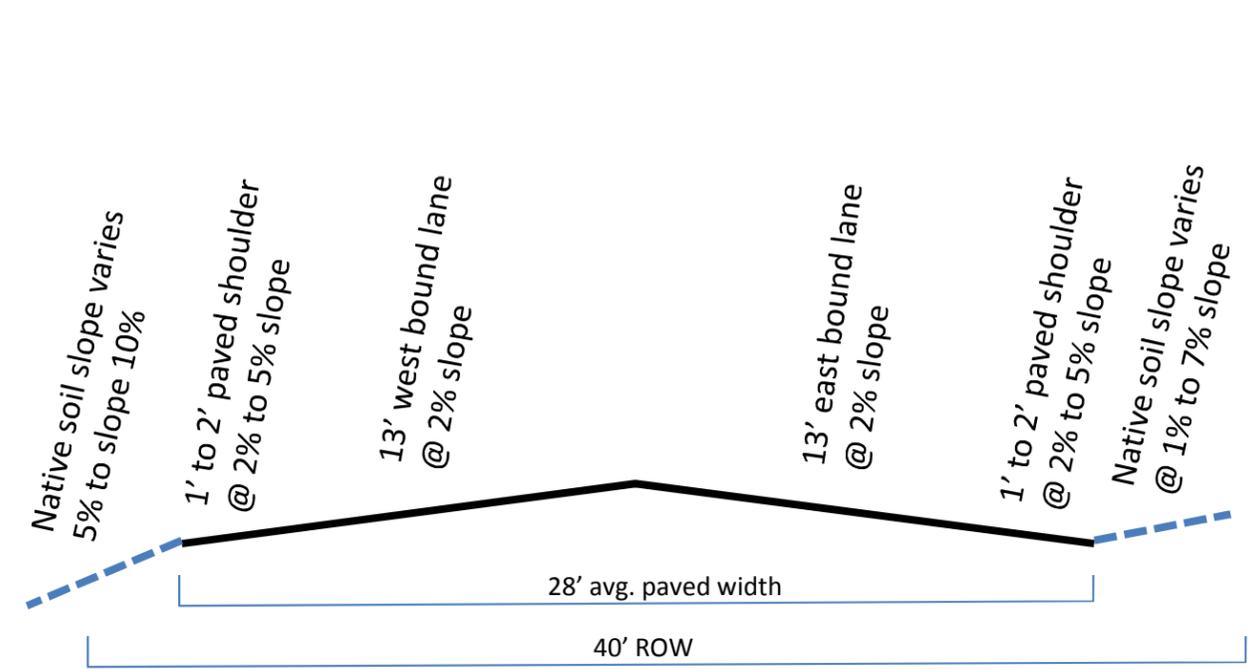
Existing sidewalk east of Edgemoor Drive



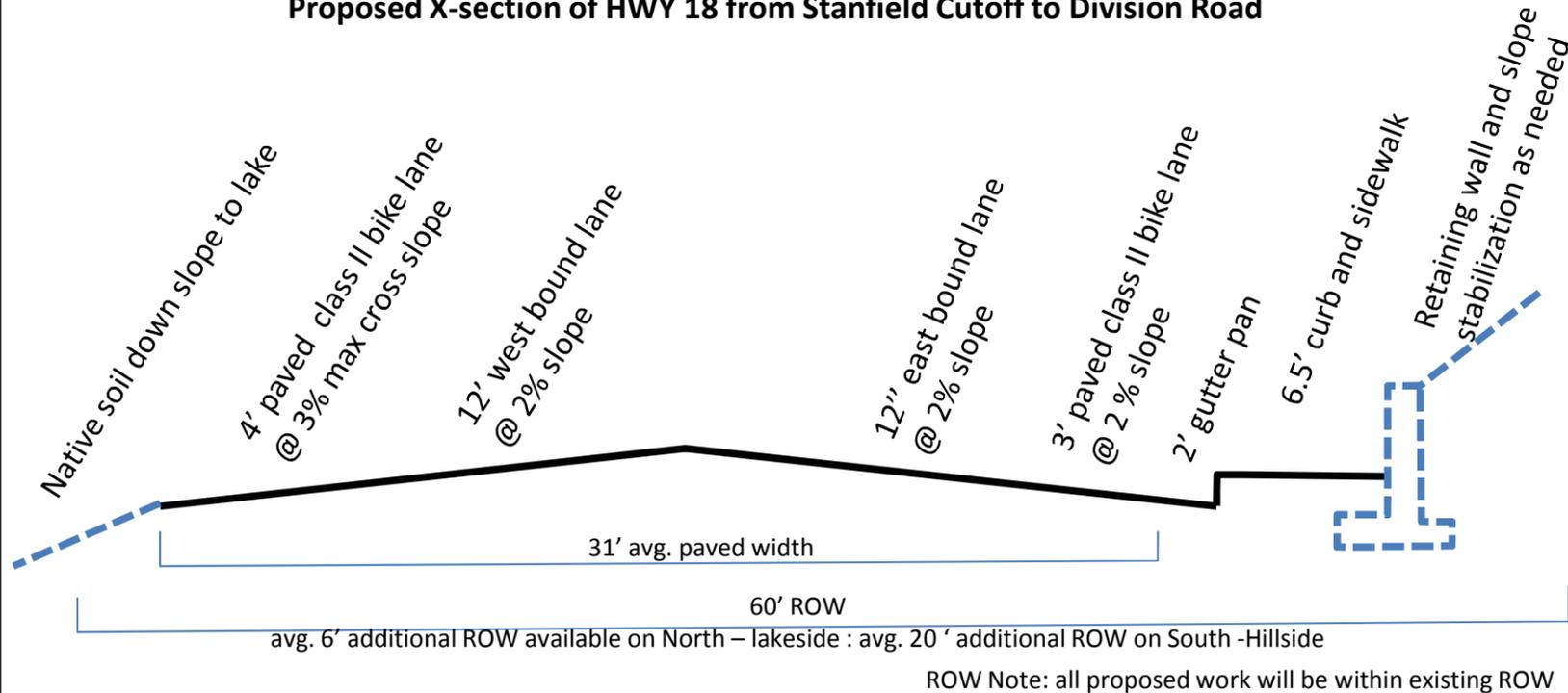
Existing X-section of HWY 18 from Stanfield Cutoff to Division Road



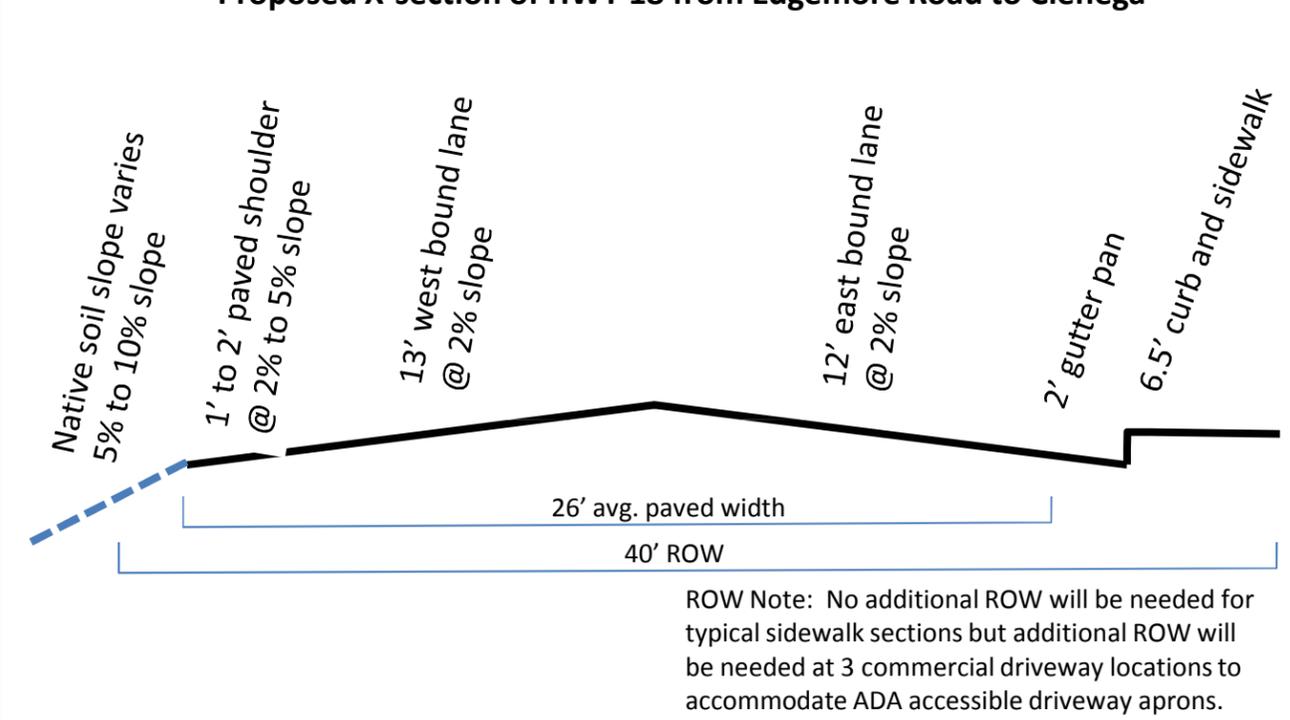
Existing X-section of HWY 18 from Edgemoor Road to Cienega



Proposed X-section of HWY 18 from Stanfield Cutoff to Division Road



Proposed X-section of HWY 18 from Edgemoor Road to Cienega



Attachment F

Photos of Existing Conditions

Segment 1 - Big Bear Blvd. (SR 18) at Stanfield Cutoff (Station 0+00)
Add ADA compliant ramps and a cross walk to east side of intersection



Segment 1 - Big Bear Blvd. (SR 18) (Station 5+50)
Provide retention and slope stabilization as needed



Segment 1 - Big Bear Blvd. (SR 18) (Station 18+00)

End required retaining wall section – pavement on west bound lane and shoulder are wide enough to accommodate a class II bike lane and vehicular traffic lane



Segment 1 - Big Bear Blvd. (SR 18) at the Senior Citizen Center (Station 33+00)

Utilize existing curb and gutter to save cost



Segment 1 - Big Bear Blvd. (SR 18) at Alpine Slide (Station 45+00)

Existing high traffic recreation center with dangerous turning movements for pedestrians and bikes



Segment 1 - Big Bear Blvd. (SR 18) at Division (Station 55+50)

Existing intersection only has one crosswalk with non-compliant ADA ramps.

Place compliant ramps at all 4 intersections and signalized crosswalks at all four crossings



Segment 2 - Big Bear Blvd. (SR 18) at Cienega Road (Station 0+00)



Segment 2 - Big Bear Blvd. (SR 18) at Iris Road (Station 21+00)



Segment 2 - Big Bear Blvd. (SR 18) at dangerous corner with no shoulder (Station 25+00)



Segment 2 - Big Bear Blvd. (SR 18) at Tulip Road (Station 29+00)



Segment 2 - Big Bear Blvd. (SR 18) at Edgemore Road (Station 35+50)
Sidewalk is currently funded and programmed heading east from this point



Attachment G
Project Estimate

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Big Bear Lake		
Application ID:		Prepared by:	Andrew Simmons, P.E.
		Date:	5/29/2015
Project Description:	Sidwalk and bicycle lane infill		
Project Location:	Big Bear Blvd. (SR 18) between Stanfield cutoff and division road & Big Bear Blvd (SR 18) between cienega Road and Edgemore Road		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		Constructed by Corps	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
Section 1: Stanfield to Division													
1	mobilization /Caltrans Permits	1	LS	\$15,000.00	\$15,000	100	\$15,000						
2	traffic control	1	LS	\$25,000.00	\$25,000	100	\$25,000						
3	temporary erosion control SWPPP	1	LS	\$10,000.00	\$10,000	100	\$10,000						
4	construction surveying	1	LS	\$15,000.00	\$15,000	100	\$15,000						
5	demo/grading	1	LS	\$25,000.00	\$25,000	100	\$25,000						
6	curb and gutter	4950	LF	\$29.00	\$143,550	100	\$143,550						
7	sidewalk	31,860	SF	\$8.25	\$262,845	100	\$262,845						
8	ADA driveways	8	EA	\$6,000.00	\$48,000	100	\$48,000						
9	Intersection ADA HC ramps	6	EA	\$2,200.00	\$13,200	100	\$13,200						
10	pedestrian intersection crossing lights	2	EA	\$2,200.00	\$4,400	100	\$4,400						
11	new AC pavement	25,800	SF	\$4.00	\$103,200	100	\$103,200						
12	repaint/restripe road	1	LS	\$8,000.00	\$8,000	100	\$8,000						
13	move sign	2	EA	\$500.00	\$1,000	100	\$1,000						
14	curb inlets	9	EA	\$6,000.00	\$54,000	100	\$54,000						
15	18" HDPE Storm Drain	70	LF	\$150.00	\$10,500	100	\$10,500						
16	8" retaining curb	400	LF	\$19.00	\$7,600	100	\$7,600						
17	2' high retaining wall	750	LF	\$125.00	\$93,750	100	\$93,750						
18	6' high max retaining wall	150	LF	\$550.00	\$82,500	100	\$82,500						
19	relocate telephone pole	2	LS	\$1,000.00	\$2,000	100	\$2,000						
20	replace water box and adjust to grade	5	LS	\$800.00	\$4,000	100	\$4,000						
21	slope stabilization	1	LS	\$15,000.00	\$15,000	100	\$15,000						
22	SUBTOTAL SECTION 1					\$943,545							
Section 2: Edgemore to Cienega													
23	mobilization /Caltrans Permits	1	LS	\$8,000.00	\$8,000	100	\$8,000						
24	traffic control	1	LS	\$12,000.00	\$12,000	100	\$12,000						
25	temporary erosion control SWPPP	1	LS	\$5,000.00	\$5,000	100	\$5,000						
26	construction surveying	1	LS	\$7,000.00	\$7,000	100	\$7,000						
27	demo/grading	1	LS	\$13,000.00	\$13,000	100	\$13,000						
28	curb and gutter	3,500	LF	\$29.00	\$101,500	100	\$101,500						
29	sidewalk	18,120	SF	\$8.25	\$149,490	100	\$149,490						
30	ADA driveways	8	EA	\$6,000.00	\$48,000	100	\$48,000						
31	Intersection HC ramps	7	EA	\$2,200.00	\$15,400	100	\$15,400						
32	new AC pavement	14,240	SF	\$4.00	\$56,960	100	\$56,960						
33	move sign	8	EA	\$500.00	\$4,000	100	\$4,000						
34	replace water box and adjust to grade	8	LS	\$800.00	\$6,400	100	\$6,400						
35	curb inlets	8	EA	\$6,000.00	\$48,000	100	\$48,000						
36	18" HDPE Storm Drain	400	LF	\$150.00	\$60,000	100	\$60,000						
37	8" retaining curb	500	LF	\$19.00	\$9,500	100	\$9,500						
38	mid block crossing warning lights	2	LS	\$10,000.00	\$20,000	100	\$20,000						
39	SUBTOTAL SECTION 2					\$564,250							
Subtotal of Construction Items:					\$1,507,795		\$1,507,795						
Construction Item Contingencies (% of Construction Items):				7.50%	\$113,085								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$1,620,880								

G-1

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		Constructed by Corps	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
Project Cost Estimate:													
Type of Project Delivery Cost					Cost \$								
Preliminary Engineering (PE)													
Environmental Studies and Permits(PA&ED):				\$	45,000								
Plans, Specifications and Estimates (PS&E):				\$	160,000								
Total PE:				\$	205,000	12.65%			25% Max				
Right of Way (RW)													
Right of Way Engineering:				\$	25,000								
Acquisitions and Utilities:				\$	8,000								
Total RW:				\$	33,000								
Construction (CON)													
Construction Engineering (CE):				\$	40,000	2.41%			15% Max				
Total Construction Items & Contingencies:					\$1,620,880								
Total CON:				\$	1,660,880								
Total Project Cost Estimate:				\$	1,898,880								

Attachment H

Non-Infrastructure Work Plan (Form 22-R)

Not Applicable

Attachment I

Narrative Questions

Backup information

Attachment I-2A-1

Safe Routes To School TIMS Maps

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

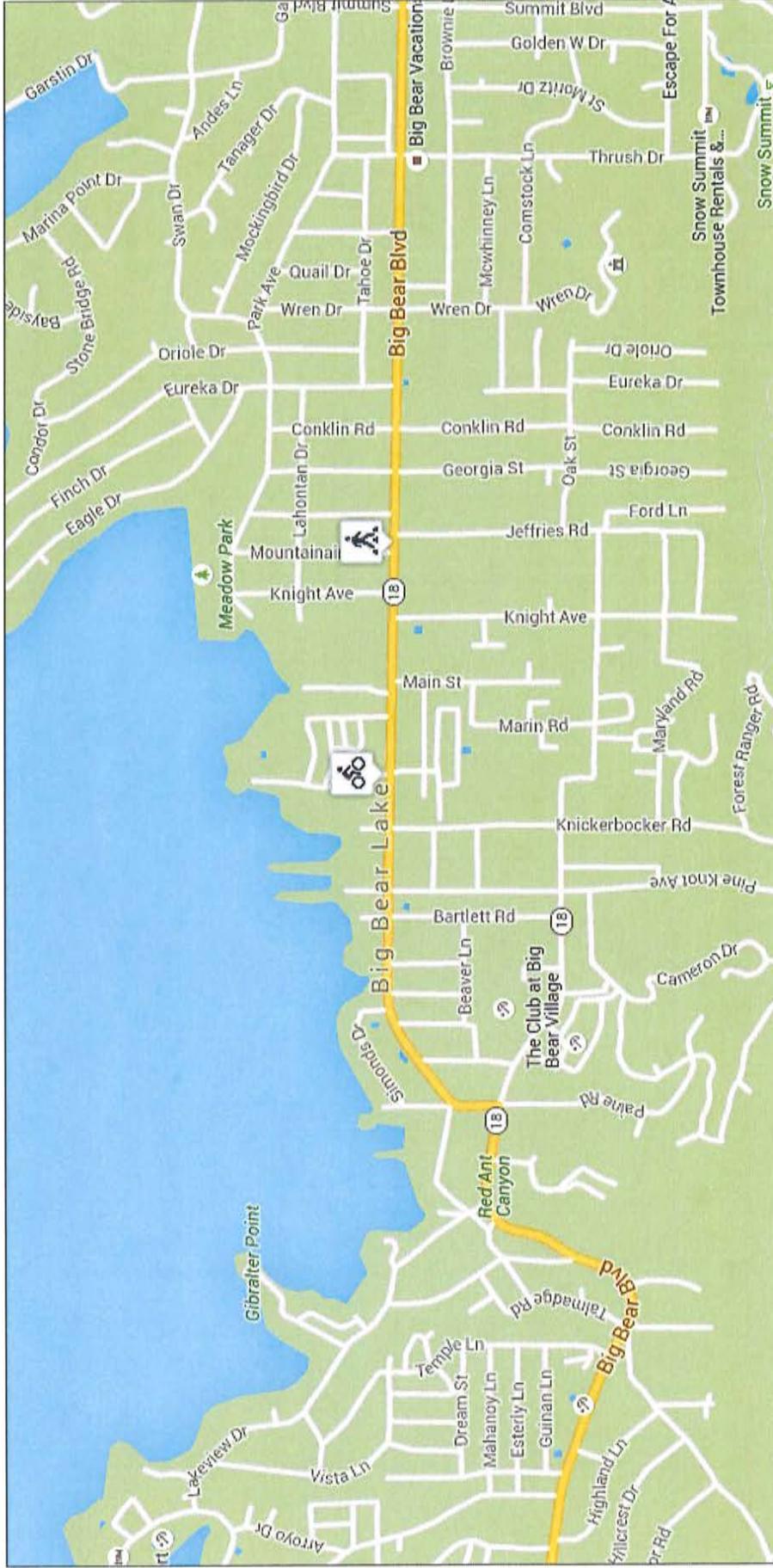
Big Bear Elementary

409040 Pennsylvania | Big Bear Lake | San Bernardino County | CDS: 36676376105936

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2010 - 2012





Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	0	0	0	0	0
1/4 - 1/2 mi.	0	0	0	2	1	1	2
Total	0	0	0	2	1	1	2

12

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

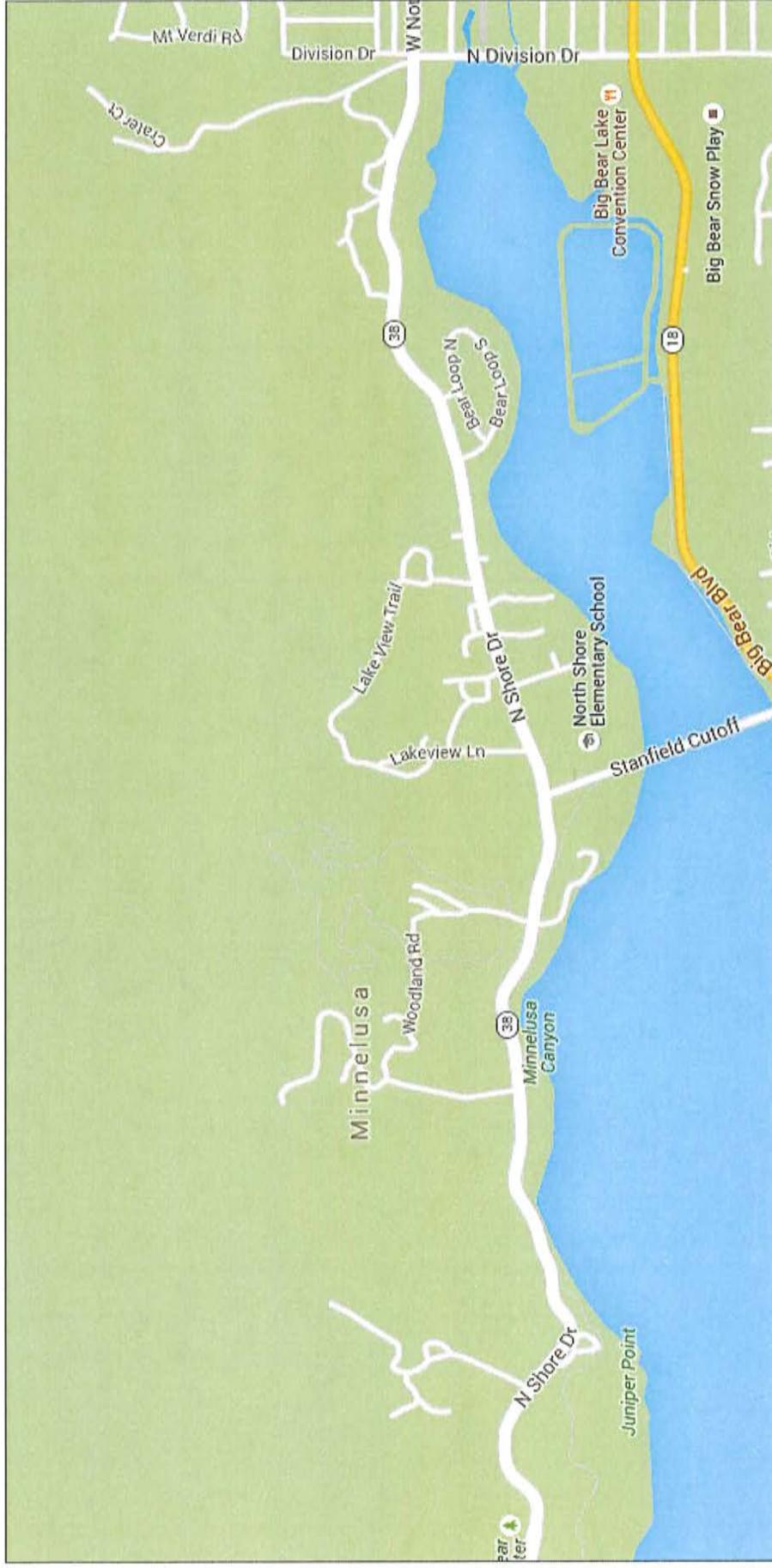
North Shore Elementary

765 North Stanfield Cutoff | Big Bear Lake | San Bernardino County | CDS: 36676376067052

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2010 - 2012





Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	0	0	0	0	0
1/4 - 1/2 mi.	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Big Bear Middle

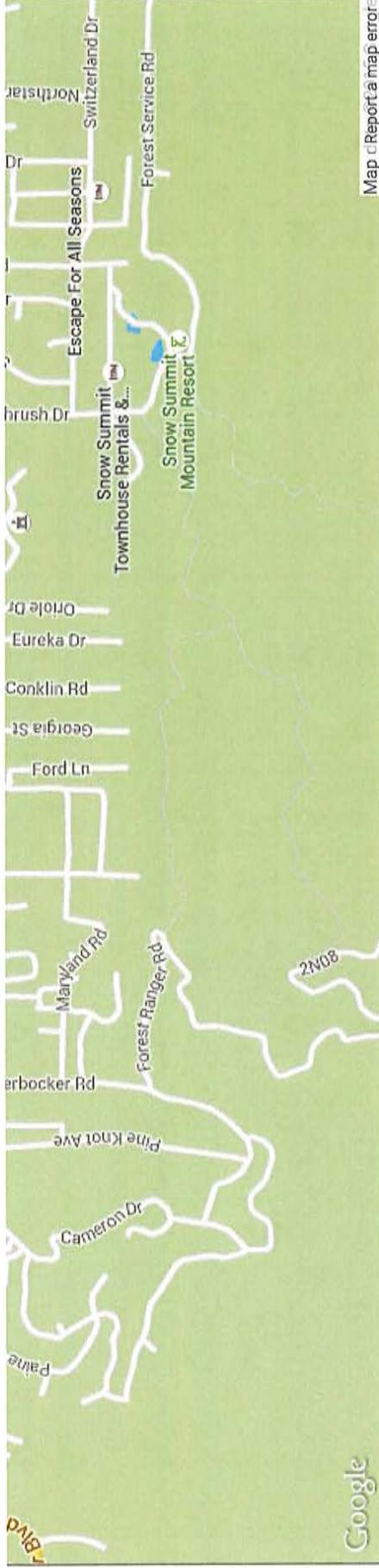
41275 Big Bear Blvd. | Big Bear Lake | San Bernardino County | CDS: 36676376035463

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

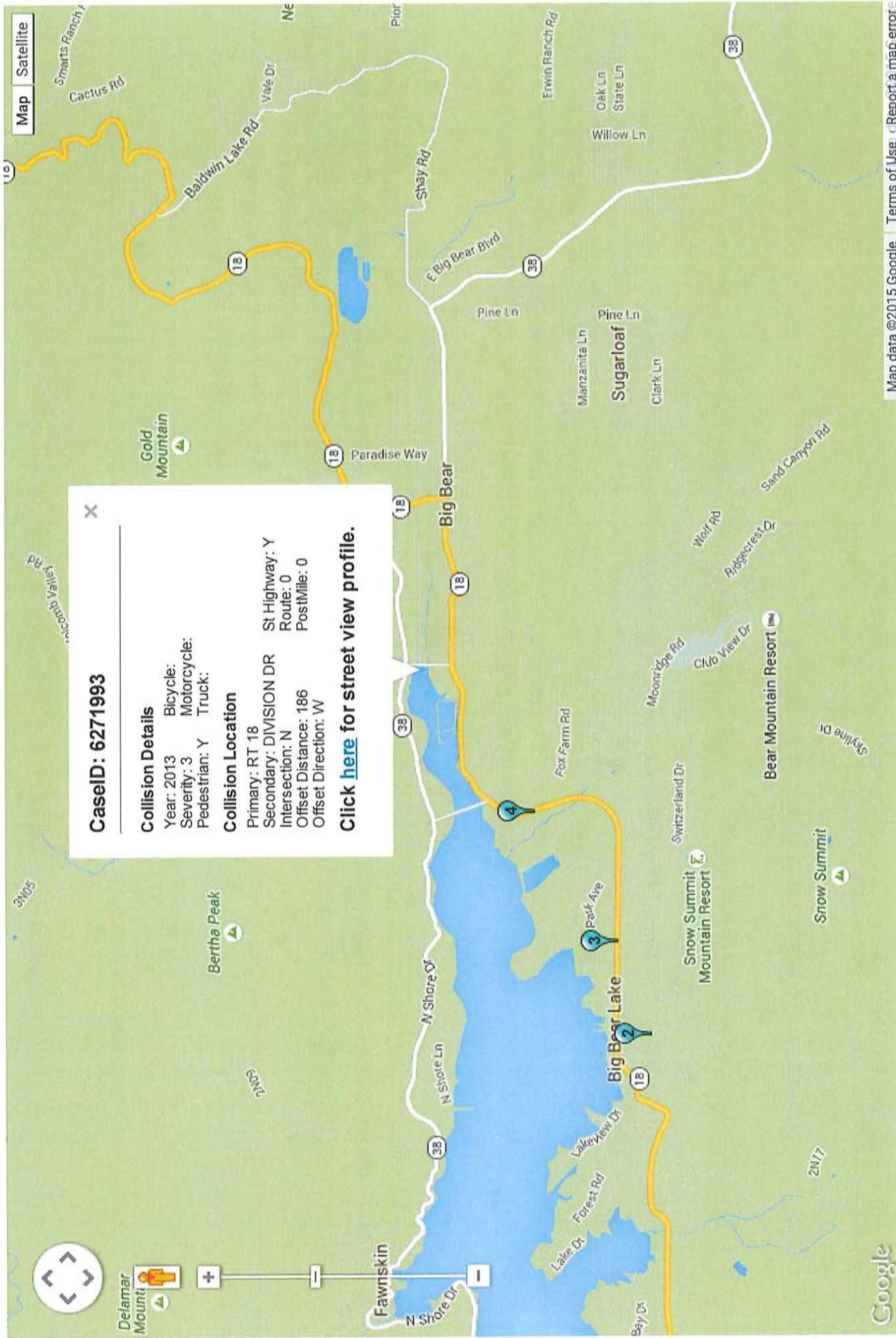
Years : 2007 - 2012

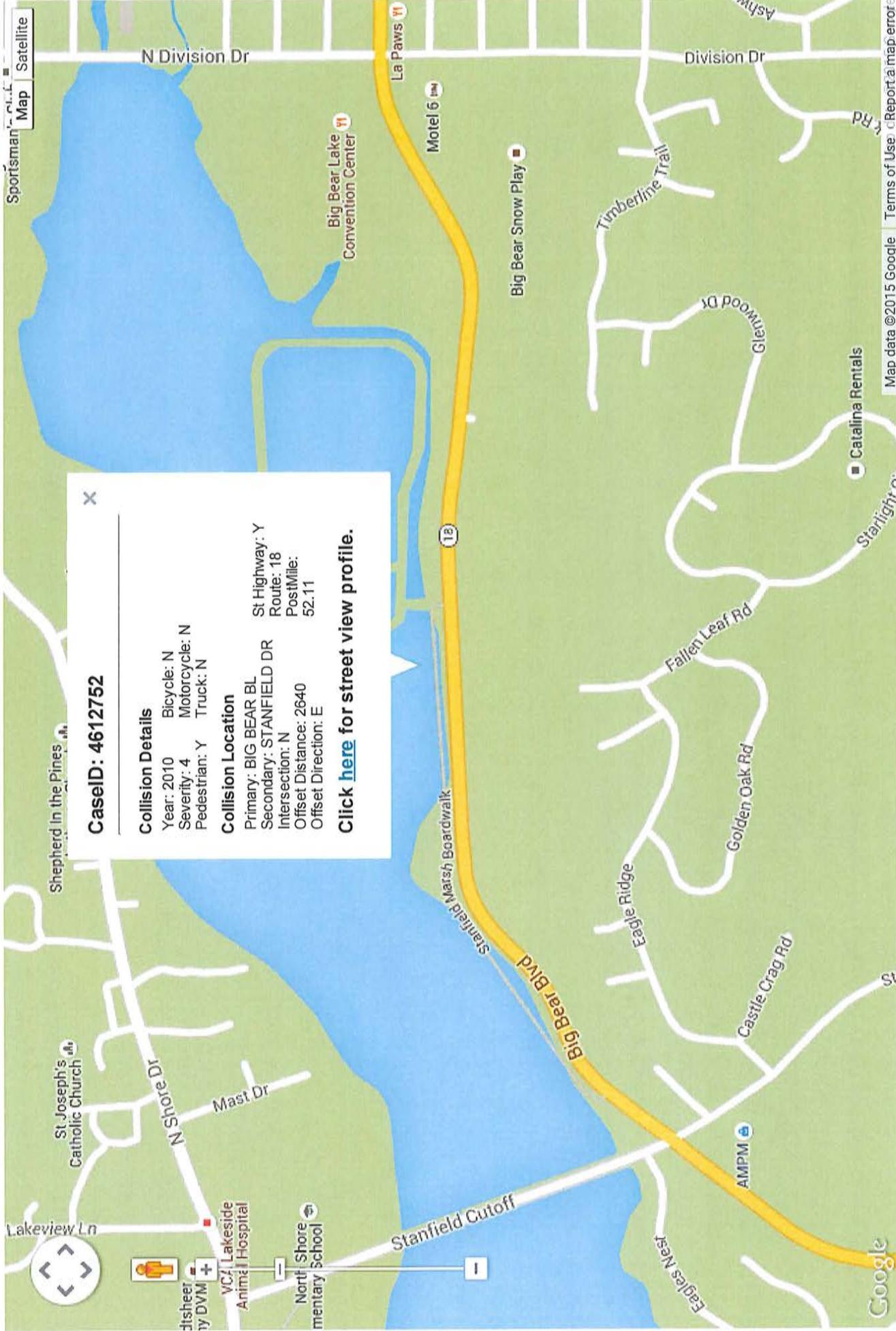




Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	0	2	2	0	2
1/4 - 1/2 mi.	0	0	1	2	1	2	3
Total	0	0	1	4	3	2	5

Collision List							
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Ped
3111454	2007-03-29	18:30	PENNSYLVANIA AV	KNIGHT AV	100	W	Yes
3388300	2007-09-04	15:04	MARIN RD	PENNSYLVANIA AV	0	-	No
3601597	2008-01-04	16:05	BIG BEAR BL	GEORGIA BL	0	-	Yes
4913818	2010-09-11	11:15	RT 18	ALDEN	0	-	No
5840395	2012-09-09	19:40	BIG BEAR BL	JEFFRIES RD	49	W	Yes





CaseID: 4612752

Collision Details

Year: 2010	Bicycle: N	St Highway: Y
Severity: 4	Motorcycle: N	Route: 18
Pedestrian: Y	Truck: N	PostMile: 52.11

Collision Location

Primary: BIG BEAR BL	St Highway: Y
Secondary: STANFIELD DR	Route: 18
Intersection: N	PostMile: 52.11
Offset Distance: 2640	
Offset Direction: E	

[Click here for street view profile.](#)

Attachment I-2A-2

Big Bear Sheriff's Station Collision Records



Interoffice Memo

DATE: May 27, 2015

PHONE: 909 866-0120

FROM: Tom Bradford, Captain
Big Bear Station

TO: Andrew Simmons, P.E.
City of Big Bear Lake

SUBJECT	Big Bear Lake Traffic Collisions
----------------	---

The information below is traffic collisions which occurred between January 1, 2010 and May 26, 2015

Between Edgemoor and Cienega there were a total of 26 traffic collisions. No pedestrians or bicyclists were involved in these traffic collisions.

On Big Bear Blvd. between Stanfield Cutoff and Division there were a total of 45 traffic collision, which included 2 accidents with pedestrians and 2 collisions with bicyclists.

A handwritten signature in black ink that reads "Tom Bradford".

Tom Bradford, Captain
Big Bear Sheriff's Station

Attachment I-2B

Traffic Calming Dos and Don'ts

TRAFFIC CALMING

Do's and Don'ts to Encourage Bicycling

Michelle DeRobertis, P.E.^a • Alan Wachtel^b

INTRODUCTION

Traffic calming is the term applied to a variety of physical measures intended to reduce the dominance of automobile and truck traffic in urban areas. Traffic calming measures can be applied as spot improvements to treat an existing problem, such as speeding, or along a corridor to create a bicycle-preferential street, often called a bicycle boulevard. Traffic calming does not attempt to ban the automobile, but primarily to reduce the speed of automobile traffic. In some applications, traffic calming measures are employed to reduce the volume of "through" or non-neighborhood traffic on certain streets. Aiming for one of these goals usually has the desirable side effect of achieving the second goal as well as discouraging (but not preventing) the use of the automobile altogether.

In the past, when communities implemented traffic calming, the impacts on bicycling were often never considered. Any benefits to bicycling happened by chance and sometimes negative impacts were experienced instead. Bicycling and traffic calming, however, can be quite compatible. Many bicyclists prefer streets with few cars and slower traffic, which are qualities of a traffic-calmed street. If care is taken to select traffic calming strategies that do not impact bicyclists negatively, then bicyclists can also reap many benefits from the project.

It is reasonable to treat bicyclists differently from automobile traffic when designing traffic calming plans because:

- Most residents do not consider bicycle traffic on their streets a nuisance or hazard in the same way as they do automobiles.
- Many bicyclists prefer to ride on streets where automobile traffic is light, such as those that have been traffic-calmed.
- Many cities would like to actively promote bicycle travel as an environmentally sound method of transportation.

It should also be noted that traffic calming can be implemented specifically to encourage bicycling, as does the famous bicycle boulevard in Palo Alto. This paper first describes the concept of a bicycle priority street and how it can be realized through traffic calming strategies. It then describes bicycle-compatible traffic calming measures that can

be implemented with the primary goal being either neighborhood traffic management or the creation of a bicycle priority street. Finally, this paper identifies measures that should be used as little as possible or never. This last category of measures adversely affects bicyclists in some way, and since bicyclists are legally allowed on every local street, these measures are to be discouraged.

BICYCLE PRIORITY STREET

As originally conceived in Palo Alto, California, a bicycle boulevard is a roadway where bicycle traffic has right-of-way priority over intersecting streets, and periodic full-width barriers discourage through motor vehicle traffic. It can be viewed as the exchange of a traffic-calming device unfriendly to bicycles—STOP signs—for another friendly to bicycles (if designed correctly)—traffic barriers.

Bicycle boulevards can be created on residential streets on which traditional bicycle facilities, such as bike paths and bike lanes are unsuitable. Bicycle boulevards confer traffic calming benefits on residents and pedestrians as well as on bicyclists who do not necessarily live in the neighborhood. Many bicyclists already use such residential streets, but their utility is often significantly decreased by STOP signs at nearly every intersection. The boulevard does not have to be a single straight route; it may combine several turns to better serve bicyclists' likely destinations.

Creating Bicycle Priority Streets Through Traffic Calming

Bicycle priority streets, as described in this paper, provide bicyclists with three advantages that usually do not exist simultaneously in the current street network:

- A low traffic volume alternative where bicycles and motor vehicles can share the roadway without conflicts;
- Significantly reduced travel time since bicyclists on the route are granted the right-of-way at as many intersections as possible. This is usually accomplished by converting four-way STOP signs to two-way stops or switching two-way STOP signs to stop the cross street rather than the bicycle priority street.
- A route where two or more bicyclists can safely ride side-by-side. This increases the attractiveness of bicycling to families

^a Michelle DeRobertis, P.E., Principal Transportation Engineer, Wilbur Smith Associates. ITE Member

^b Alan Wachtel, President, HPV Transportation Consulting. ITE Associate Member.

and other cyclists who enjoy conversing during their transport just as motorists and pedestrians do.

Traffic calming strategies are needed to prevent the diversion of motor vehicle traffic to the bicycle priority street. Although the original concept in Palo Alto employed two motor vehicle barriers, an extension of the boulevard showed that forced turn channelization and traffic circles can also work to discourage through auto traffic. Portland has established a bicycle boulevard on Lincoln Street, an important link between Mt. Tabor Park and residential neighborhoods, using traffic circles and barriers. In fact, as this paper will discuss, a whole arsenal of bicycle-compatible traffic calming measures is available for use on bicycle priority streets. These measures vary considerably in the level of traffic restriction. The selection of specific measures can be tailored to provide exactly the degree of traffic control needed at the location where each is placed while minimizing interference with important vehicle turning movements.

Criteria for Bicycle Priority Streets

Since a bicycle priority street eliminates most STOP signs for through traffic, traffic calming measures are usually needed to prevent it from attracting motor vehicles as well as bicycles. Measures may also be needed to prioritize the preferred bicycle movements such as left or right-turns. As a rule, the primary goal of traffic calming measures on a bicycle priority street is either access control or speed control. Access control need be implemented at only a few points, spaced as widely as half a mile apart, while speed control measures to achieve one or the other of these goals are usually effective only in their own immediate vicinity.

Streets that are candidates for conversion to bicycle priority streets should meet the following criteria:

- The route should reduce delays to the bicyclist by assigning the right-of-way to travel on the route.
- The route should appeal to casual bicyclists by being located on streets with low traffic volumes.
- The route should appeal to experienced bicyclists by being as direct and fast as possible.
- The concept should have the support of residents.
- On low volume streets (less than about 2000 vpd), motor vehicle access should be restricted only enough so that autos are not diverted from other streets onto the bike route.
- Intersections with major streets are or could be controlled by traffic signals.

GUIDELINES FOR BICYCLE-COMPATIBLE TRAFFIC CALMING MEASURES

Since bicyclists in most states are permitted on all roadways except designated freeways, and therefore everywhere that traffic calming might be used, traffic calming measures should always, at a minimum, be safe for bicyclists. This paper discusses traffic calming measures that are not only safe but that can also be used effectively to bicyclists' benefit, for instance, on bicycle priority streets. Other measures that are incompatible with or potentially harmful to bicyclists, or neither helpful nor harmful, are listed at the end of this paper.

Design features are usually the most successful approach because they are self-enforcing while police enforcement is usually a short-term service whose benefits end when the police leave. It is also common for installations to implement several measures in combination.

The following sections discuss strategies for calming motor vehicle traffic that are compatible with bicycling.

1. Changes in Elevation

Speed Humps - Speed humps, also called pavement undulations or road bumps, are raised areas extending across the pavement surface, typically 3 to 4 inches high and 12 feet long in the direction of traffic flow. They are not the high, narrow speed bumps sometimes used in private parking lots and driveways, which traffic engineers do not recommend on city streets. Speed humps are used in numerous California cities.

Speed humps are meant to cause discomfort to occupants of vehicles that exceed the design speed, and are usually installed in a series of two or more. Improperly designed, speed humps and all speed bumps are dangerous for bicyclists. They can damage the wheels or frame, or can knock the bicyclist down. Fortunately, properly designed speed humps, with gentle approach and exit gradients, flush leading edges, and smooth surfaces, do not seem to pose a significant hazard to bicyclists. British government research found that 92 percent of users of two-wheeled vehicles had no trouble crossing 0.1-meter (4-inch) humps. The California Traffic Control Devices Committee's *Subcommittee Report on Pavement Undulations* found that bicyclists may experience loss of control at speeds approaching 20 mph for a 4-inch hump, or 25 mph for a 3-inch hump. The report found no problem at speeds of 15 mph or less. Also, ITE has published a recommended practice for the use of speed humps.

With one exception—hills—bicyclists are unlikely to exceed 25 mph on residential streets, and few will exceed 20 mph. Thus, both 3-inch and 4-inch humps are likely to be safe for bicyclists, although the 4-inch hump should probably be used with caution where bicycle traffic is frequent or rapid. Humps can be tapered near the curb or have cuts in them to allow bicyclists to bypass them, although this practice is not strictly necessary and can encourage

gutter-running (driving with one wheel in the gutter) by motorists. It is also important to ensure adequate warning signs and markings. The circumstance when bicyclists can exceed 25 mph is on hills. Bicyclists who inadvertently approach a hump at high speed might risk serious injury. It is also possible that a hump could cause a slow bicyclist to lose control on a steep uphill grade. The City of Oakland, California will install speed humps only on residential streets and only on streets with grades less than 5 percent. Speed humps are normally used only on local streets—usually residential streets, although Portland, Oregon has tested a 22-foot long speed hump for use on collector streets. Since 1988, the City of Palo Alto, California has experimented with 3-inch high humps on several residential streets. The humps do not appear to impede or pose a hazard to bicycle travel. Speed humps should be located far enough from intersections that turning cyclists are no longer leaning when they encounter the hump. Finally, maintenance should ensure that raveling of the hump's edge does not produce irregularities, gaps, or debris that could impede or endanger bicyclists.

Speed Tables - A flat-topped hump is called a speed table; its length in the direction of travel is much greater than that of a conventional hump. Speed tables, usually distinctively paved, are often used at pedestrian crosswalks, where they must extend curb to curb and no cyclist bypass is possible. Otherwise, considerations for and benefits of speed tables are the same as those for speed humps and for textured surfaces.

Raised Intersections - A raised intersection is similar to a speed table, but extends across the full width of an intersection on all four approaches. Raised intersections have been used extensively in Europe for residential traffic management, and occasionally in the United States in shopping areas. As with speed humps and tables, the approach and exit gradients should be gentle, and the surface should be smooth but not slippery.

2. Roadway Narrowing

Lane Narrowing - Restriping of roadways to provide fewer lanes or narrower lanes can create enough room for a bike lane or a curb lane wide enough for bicyclists and motorists to share comfortably. For instance, Seattle, Washington has restriped some streets from four lanes to two plus a two-way left turn lane and bicycle lanes. At the same time, fewer or narrower lanes may tend to reduce vehicle speeds. Such modifications can be viewed either as the roadway being restriped to accommodate bicycles, or as bicycle lanes being used as a means to calm traffic. However, narrowing lanes that bicycles and motor vehicles are forced to share a lane less than 14 feet wide is not bicycle compatible and should not be considered.

Traffic Circles - (See Figure 1) Small traffic circles, also called mini-roundabouts or speed control islands, have been used with great success in Seattle's Neighborhood Traffic Control Program, where they are installed at the request of citizens. Located at the center of an intersection in place of STOP signs or traffic lights,

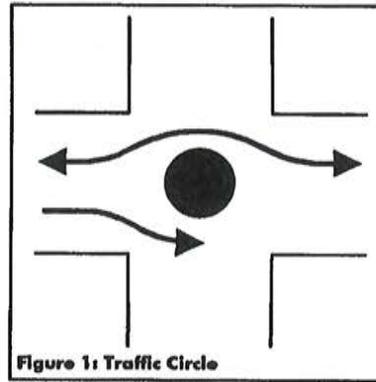


Figure 1: Traffic Circle
Figures by Carol R. Levine

traffic circles both narrow the roadway and force motorists to change direction. They may also produce the visual impression of a dead-end street, at least to strangers.

The bicyclist's objection to all these means of narrowing the roadway is the same. Unless the narrowing is substantial

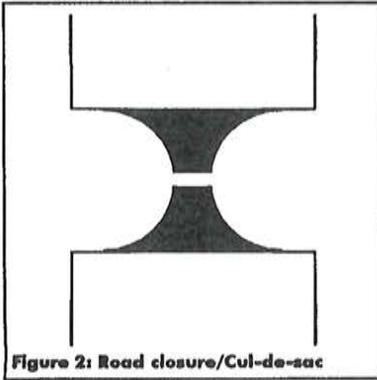
and frequent, any reduction in vehicle speed is usually small. At the same time, the narrow lanes tend to squeeze motorists and bicyclists together. To avoid this conflict, the roadway should remain wide enough for lane-sharing - about 12 feet or wider, depending on traffic volume; otherwise additional traffic calming techniques should be used along with the narrowing, or a cyclist bypass should be provided if geometry permits.

Of all the roadway-narrowing measures, small traffic circles seem to be the most comfortable for bicyclists. This may be because they inherently combine several traffic-calming techniques; because they do not create a competition for the remaining space; or because they are often used on roadways that already carry relatively little traffic. In addition, the elimination of STOP signs that they make possible is highly beneficial to bicyclists. They are not, however, free of controversy. Some bicyclists object to the complication and confusion of turning and crossing movements, the decreased clearance between bicyclists and cross traffic, and the danger of left-turning motorists who shortcut the circle clockwise to avoid traveling counterclockwise three quarters of the way around it. In addition, bicyclists would be better served by stopping the side street traffic in order to give travel on the street in question the right-of-way. This is especially true if the side street has significant traffic volumes. Traffic circles used in conjunction with two-way STOP sign controls should, therefore, be considered.

A well-designed traffic circle employs a small size and sharp deflection at entry to force entering traffic to slow drastically and to continue slowly around the circle. A small triangular island at the entry can force a right turn, eliminating shortcuts, and also provides a pedestrian refuge.

3. Restricted Movements

Road Closures/Traffic Barriers/Cul-de-Sacs (See Figure 2) - As used here, "road closure" refers to closing a road at a single point, either at an intersection (creating a cul-de-sac) or midblock (creating two cul-de-sacs). The closure is usually accomplished by installing a barrier, whose design can vary from an asphalt berm to a set of posts or bollards to a sculptured and landscaped island to a full cul-de-sac with curb and gutter. These designs differ in



cost, appearance, and ease of maintenance but not in basic functionality.

Traffic barriers are sometimes called diverters, since when traffic is blocked from one street it does not usually disappear, but is instead diverted to another nearby street.

This paper uses the term "barrier" for a device that blocks movement completely, and reserves "diverter" for a device that restricts some movements, usually the through movement, but allows other traffic to continue. Many California cities have installed traffic barriers, notably Berkeley and Palo Alto, to prevent commute traffic from cutting through neighborhoods. Barriers are the most extreme traffic calming measure, and are, of course, highly successful in reducing traffic volume and speed near the installation point. Barriers also tend to be highly controversial and are unpopular with some citizens since they restrict access for residents and visitors as well as outsiders.

Barriers can create two kinds of problems for bicyclists:

- They often eliminate bicycle access as well as motorized vehicle access. This is primarily a matter of barrier design. If the barriers are constructed with bicyclists in mind, they can continue to allow unrestricted bicycle access.
- Because motorists look in directions where they expect to see other motorists, they fail to anticipate bicyclists who suddenly enter an intersection across or through a barrier. This problem is primarily a matter of barrier placement. It can be avoided with proper placement and with notification to either bicyclists or motorists that they must yield.

In order to prevent these potential problems as well as potential neighborhood opposition, exceptional attention must be paid to the selection of a location for barriers as well as the details of the design and placement.

Barrier Design - Every barrier should have a gap or opening to allow bicycle passage. To allow for trailers and adult tricycles, the gap should provide a clear width of at least 5 feet (California Highway Design Manual, Topic 1003.1), although as little as 4 feet can be workable. The practical maximum is 5 feet 6 inches, set by the width of an automobile. On a two-way street this clear width should be provided for each direction of bicycle travel, either by two separate approximately 5-foot openings or a single approximately 10-foot opening in the center, divided by a concrete block or a 4-inch diameter, 4-foot high locking barrier post. The single opening has the advantage that it can allow passage of emergency vehicles.

The barrier itself should be liberally identified, as appropriate, with single white or yellow reflectors, diagonal reflector arrays, edge reflectors, and reflective tape or paint. The upper half of posts should be wrapped diagonally with parallel stripes of orange and white reflective tape for maximum visibility day and night, and a 2-by-10-foot envelope should be painted on the pavement around the post.

Plantings on landscaped barriers or closures should not obstruct sight lines, and should minimize the shedding of leaves, seeds, fruit, or nuts onto the roadway.

Barrier Placement - The relevant principle is that on the far side of a barrier, bicyclists should not immediately encounter cross traffic at intersections or driveways. This means that full barriers should not be placed directly at intersections, but set back at least 50 feet from any cross street or business driveway. (Fifty feet is a reasonable stopping distance, including reaction time, for a bicyclist traveling at 15 mph.) With some designs and at some locations, it may be necessary to prohibit on-street parking or to trim foliage to provide adequate sight lines. This placement also ensures that bicyclists who are leaning to turn onto a street with a barrier have a chance to return to an upright position by the time they encounter the barrier, and therefore to pass through the barrier safely.

Half Closures (See Figure 3) - A half-closure is defined as a road closure at a single point but across only half its width. This is

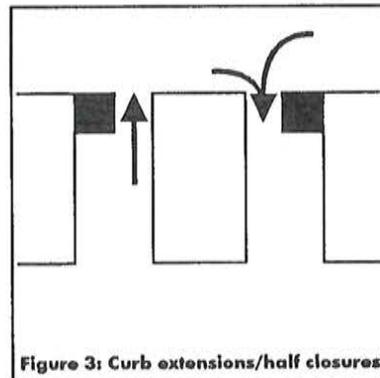


Figure 3: Curb extensions/half closures

almost always done at the street entrance, allowing traffic to exit but blocking it from entering and creating a *de facto* one-way street for one block (except for traffic that originates within the block). Where the half closure includes a bypass for bicycles to enter, the result resembles a contraflow bike lane

without that design's inherent disadvantages.

The same design considerations for bicycles apply to half closures as to full closures, although a half-width barrier needs only one opening. The preferred location at a street entrance is satisfactory, since there is no conflict with cross traffic on the far side of the barrier.

Half closures have the advantage of greater flexibility in placement than full closures. Although they can be physically violated by motorists fairly easily, the rate of violation would probably still be relatively low, since motorists must consciously decide, for example, to enter a one-way opening. By the same token, they offer easy passage to emergency vehicles.

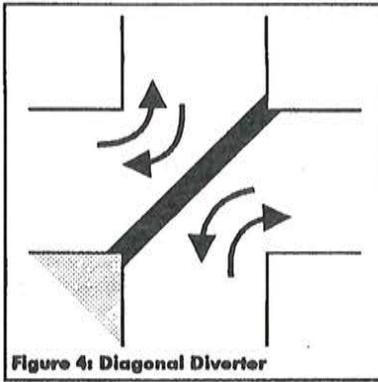


Figure 4: Diagonal Divorter

Diagonal Diverters (See Figure 4) - A diagonal divorter is a barrier placed diagonally across the full width of an intersection, creating two L-shaped streets touching but not connected at the corners. Diagonal diverters also used in Berkeley, California; Eugene, Oregon; and Seattle, Washington.

Diverters may be less objectionable to motorists than barriers, but they can be unsatisfactory to through bicyclists, who (depending on the divorter geometry and bicyclist maneuver) may be exposed to unsuspecting cross traffic on both sides of the divorter. Since they function only in intersections, there is no flexibility in divorter placement. The design should therefore provide an opening that is both wide enough for passage and long enough in the direction of travel to create a refuge: 6 feet for a bicycle, or 10 feet for a bicycle plus trailer. This length can most easily be provided if the divorter is constructed as a tapered island or as a permanent landscaped closure, although it can also be created by a double row of bollards.

Since the purpose of the diagonal divorter is to track most of the traffic into a forced right- or left-turn, it is suggested that bicycles allowed through the divorter be required to yield to on-coming traffic on the other side, either motor vehicle or bicycle.

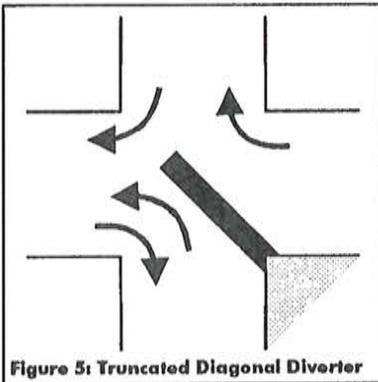


Figure 5: Truncated Diagonal Divorter

Truncated Diagonal Diverters (See Figure 5) - As used in Seattle, one end of the diagonal divorter does not extend fully to the corner, permitting right turns as well as left turns on one of the four streets, while continuing to prevent all through movements. It would be possible to vary the design even further to

widen this gap, permitting left turns as well as right turns on the intersecting street, or to provide gaps at both ends, creating a kind of diagonal median barrier. These may need to be used in conjunction with STOP signs to assign right-of-way to certain movements.

Median Barriers - Median barriers are currently used in virtually every city on major arterials, where they separate opposing directions of traffic and prevent left turns to and from minor streets. For traffic management purposes, short median barriers can also be placed at intersections to prevent through movements.

These barriers differ from the median islands discussed above under "Roadway Narrowing". Median islands are placed along the traffic-calmed street to narrow it, while median barriers are placed perpendicular to it along the centerline of the cross street to prevent traffic from entering or continuing. (A single barrier can serve both purposes on intersecting streets.) The usual median barrier permits right turns and prevents left turns, but design modifications can add one or two of the four possible left turns according to need. To accommodate bicyclists, the barrier must have a bicycle bypass (or two, depending on design). If it crosses a busy uncontrolled intersection, it is best designed as an island that includes a bicycle refuge.

Forced Turns - Traffic can be forced to turn right rather than continue straight by a pork-chop shaped island, similar to the familiar type used for free right-turns, but extending further to the left to block through travel. It is easy to incorporate a bicyclist bypass around or through the island. With some geometries it might be possible to force left turns as well - for instance, offset intersections, turns from one-way streets, and turns from the right arm of a T intersection.

Unlike diagonal diverters and median barriers, this method leaves the interior of the intersection clear. The right-hand curb radius may need to be increased to accommodate the forced turn, and large trucks may not be able to negotiate it.

4. Coordinated Traffic Lights - This strategy is usually thought of as facilitating traffic flow, not calming it. It is usually employed to enable traffic to travel at a higher average speed than it could without coordination. But coordinated traffic signal timing also removes any advantage for motor vehicles to travel faster than the speed for which the traffic signals are timed. Of particular relevance to bicyclists is that a signalized arterial could be coordinated for bicycle speeds rather than motor vehicle speeds. This has been done in Portland, where downtown streets are timed at 14 mph. Air quality impacts should be minimal as motorists will quickly learn the optimal travel speed to avoid excessive idling. Supplemental signing posting the speed for which the signals are timed would shorten the learning curve.

5. Other

Irregular or Textured Surfaces - Brickwork or pavers of various colors, shapes and patterns can be used to set off a crosswalk, the entrance to a pedestrian area, or the entire area itself. The warning is primarily visual, although motorists may notice mild noise or vibration. For bicycle safety, the surface should be free of steps, longitudinal or diagonal grooves, or other irregularities that could cause a fall, should not be slippery or become so when wet, and should not be so rough that it causes an uncomfortable ride. These concerns are not a problem with some common designs. Any proposed use of such textured pavements should be done in consultation with the area bicyclists.

Reduced Corner Radii

Reduced corner radii can slow the speed of turning traffic. They are most likely to be useful on a bicycle priority street in combination with other measures that operate midblock. But they can also be useful in making junctions with on- and off-ramps safer for bicyclists. The elimination or redesign of right-turn channelization pork chop islands would also slow turning traffic if the curb radii were also reduced.

BICYCLE-COMPATIBLE SUMMARY OF MEASURES

Assuming that the design guidelines just described are observed, the most bicycle-compatible traffic calming measures are the following:

- Speed humps, speed tables, and raised intersections can produce small but consistent speed and volume reductions, but only in their immediate vicinity.
- Traffic circles are acceptable on streets whose volume is already fairly low, and moderately effective in reducing both speed and volume.
- Road closures (traffic barriers) are the most effective of all traffic calming measures.
- Half closures are less intrusive, offer greater flexibility in placement, and allow emergency vehicles to pass.
- Forced turn channelization can be highly effective if existing geometry permits it to be used, and is less coercive than road closures. It is a good substitute for diagonal diverters.
- Median barriers, like half closures and forced turns, prevent through vehicular movements but can be configured to permit other movements. If there is significant uncontrolled cross traffic, the median can include a bicycle refuge.
- Traffic signals can be coordinated for a speed suitable to bicycle travel, e.g. 8-15 mph.
- Textured surfaces have little effect by themselves, and would be most useful as a visual cue to reinforce more restrictive design features.
- Reduced corner radii slow traffic and, therefore, improve safety at intersections.

MEASURES NOT RECOMMENDED

The following measures are not recommended as traffic calming techniques in general as other measures described elsewhere can provide the same effects. They should never be used on a bicycle priority street (except, of course, warranted STOP signs - which may be needed at major intersections).

Meandering Roadways - Tend to cause erratic movements by motorists and increased travel distances for bicyclists.

Chicanes - tend to force motorists and bicyclists into a narrow space, and thus are appropriate only where traffic volumes are very low (<1,000 vpd).

STOP Signs - used as traffic calming devices dramatically increase delay to bicyclists unnecessarily.

Rumble Strips - pavement indentations that warn motorists also cause a very uncomfortable ride for bicyclists, which can lead to steering difficulties, loss of control, and falls.

MEASURES THAT SHOULD BE USED WITH CARE

The following measures can be effective but care must be taken not to adversely bicyclists.

Curb Extensions - also known as bulbouts, narrow the roadway usually to two narrow lanes. This results in less room for motorists and bicyclists to share, but benefits pedestrians by reducing crossing width and increasing visibility. They are acceptable as long as 14 feet of travel lane width remains for bikes and cars to share.

Median Islands - are used to provide a refuge for pedestrians and/or reduce roadway width. By continuing a median through an intersection, they also restrict access to a street. By retaining adequate curb lane width (14 feet minimum) and providing curb cuts, they can be made compatible with bicycling.

Turn Restrictions - are usually used to prevent motor vehicle traffic from diverting onto side streets during peak hours or from increasing the congestion at certain intersections. In either case, bicyclists should be exempted from turn restrictions as long as turns can be made safely.

Attachment I-8
CCC correspondence

Randy Champion

From: Active Transportation Program [inquiry@atpcommunitycorps.org]
Sent: Thursday, May 28, 2015 2:35 PM
To: Randy Champion
Cc: atp@ccc.ca.gov
Subject: Re: ATP project participation

Hi Randy,

Sorry for the delay. Just got your voicemail. As you can imagine, there are a large amount of inquiries coming in.

Thank you for reaching out though. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Best,

On Wed, May 27, 2015 at 4:08 PM, Randy Champion <rchampion@citybigbearlake.com> wrote:

Hi Monica,

I just wanted to touch base with you to see if the CC has had a chance to look at our project to determine if it is something they would like to participate in?

Thank you,

Randy Champion

From: Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]
Sent: Friday, May 22, 2015 3:18 PM
To: Randy Champion
Subject: Re: ATP project participation

Hi Randy,

Thank you for your inquiry. We are looking into your request and will get back to you by May 27th.

Thank you

Monica

On Thu, May 21, 2015 at 11:48 AM, Randy Champion <rchampion@citybigbearlake.com> wrote:

Hi Danielle,

I am submitting an ATP grant application and inquiring to see if the Cal CC would like to participate in the project. I have attached the engineer's estimate that shows the individual construction activities, a project overview map, and a project description for your review.

Thank you very much for your assistance,

Randy Champion

Engineering Department

City of Big Bear Lake

P.O. Box 10000

39707 Big Bear Blvd.

Big Bear Lake, CA 92315

Phone: [\(909\) 866-5831 X103](tel:(909)866-5831)

Fax: [\(909\) 866-7511](tel:(909)866-7511)

<http://www.citybigbearlake.com>

 *Please consider the environment before printing this email.*

--

Monica Davalos | Legislative Policy Intern

Active Transportation Program

California Association of Local Conservation Corps

1121 L Street, Suite 400

Sacramento, CA 95814

916.426.9170 | inquiry@atpcommunitycorps.org

--

Monica Davalos | Legislative Policy Intern

Active Transportation Program

California Association of Local Conservation Corps

1121 L Street, Suite 400

Sacramento, CA 95814

916.426.9170 | inquiry@atpcommunitycorps.org

Randy Champion

From: Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]
Sent: Friday, May 22, 2015 11:46 AM
To: Randy Champion
Cc: Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Schmier, Scot@CCC; Joanis, Brandon@CCC
Subject: RE: ATP project participation

Follow Up Flag: FollowUp
Flag Status: Flagged

Hi Randy,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Randy Champion [<mailto:rchampion@CITYBIGBEARLAKE.com>]
Sent: Thursday, May 21, 2015 11:46 AM
To: ATP@CCC
Subject: ATP project participation

Hi Wei,

I am submitting an ATP grant application and inquiring to see if the Cal CC would like to participate in the project. I have attached the engineer's estimate that shows the individual construction activities, a project overview map, and a project description for your review.

Thank you very much for your assistance,

Randy Champion
Engineering Department
City of Big Bear Lake
P.O. Box 10000
39707 Big Bear Blvd.
Big Bear Lake, CA 92315
Phone: (909) 866-5831 X103
Fax: (909) 866-7511
<http://www.citybigbearlake.com>

Attachment J
Letters of Support



-
- San Bernardino County Transportation Commission
 - San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency
 - Service Authority for Freeway Emergencies
-

May 28, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam,

San Bernardino Associated Governments (SANBAG) is pleased to see the City of Big Bear Lakes ATP application for Big Bear Boulevard (SR18) Pedestrian and Bicycle Mobility Project.

SANBAG is very familiar with the planning efforts and community outreach that went into preparation of the Big Bear Valley Pedestrian, Bike, and Equestrian Master Plan (Master Plan) and is very excited at the prospect of it bearing fruit such as the proposed project. This ATP application is the culmination of a Community Based Transportation Planning Grant awarded to the Applicant in 2011 by Caltrans. Because of the aforementioned grant funding, the Applicant was able to conduct an extensive study of the Big Bear Valley's non-motorized transportation needs and gather input from various stakeholders to determine that this project, among others, is a very high priority for Big Bear Lake and other surrounding disadvantaged communities.

This project is an important step toward providing the residents and visitors of the Big Bear Valley with safe infrastructure to be utilized by pedestrians and bicyclists as an alternative to what is currently the only safe method of commuting within the Valley, motor vehicles. Based on data presented in the Master Plan, the Big Bear Valley is desirous of being able to use non-motorized methods of navigating the valley for two primary reasons; lessening motor vehicle congestion in the Valley and maintaining an active, healthy lifestyle. Evidence suggests that potential pedestrian and bicyclists do not feel safe doing so with the lack of facilities currently available to them.

Based on all of these factors SANBAG chose this Applicant from among twenty-four other Applicants, as one of the recipients of a TDA Article 3 matching funds grant for this project. We respectfully request that you consider this application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Smith".

Steve Smith
Director of Planning

DEPARTMENT OF TRANSPORTATION

OFFICE OF DISTRICT DIRECTOR
464 WEST FOURTH STREET, MS 715
SAN BERNARDINO, CA 92401-1400
MAIN (909) 383-4561
DIRECT (909) 383-4065
FAX (909) 383-6424
TTY 711
www.dot.ca.gov/dist8



*Serious drought!
Help save water!*

May 29, 2015

Mr. Randy Champion
Engineering Department
City of Big Bear Lake
P.O. Box 10000
39707 Big Bear Blvd
Big Bear Lake, CA. 92315

Dear Mr. Champion,

This letter is intended to show The California Department of Transportation (Caltrans) support for the Active Transportation Program (ATP) funds for two segments of State Route 18 (SR-18)/Big Bear Boulevard - Pedestrian and Bicycle Mobility project. These funds will be used to construct Class II Bike Lane and sidewalk with curb and gutter and ADA ramps on the south side of SR-18 from Division Drive through Stanfield Cutoff, and also to construct sidewalk with curb and gutter and ADA ramps on the south side of SR-18 from Edgemoor Drive through Cienega Road.

Providing the proposed above-mentioned improvements on the two segments of SR-18 will enhance the safety of all users of the facility.

If you have any questions or need additional information, please contact me at (909) 383-4065.

Sincerely,

A handwritten signature in blue ink, appearing to read "Haissam Yahya".

HAISSAM YAHYA
Chief of Traffic Operations



Ride with Us!

tour de big bear
www.tourdebigbear.com • tourdebigbear@live.com

May 28, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam,

Big Bear Cycling strongly supports the installation of bike lanes and additional sidewalk on Big Bear Boulevard. As a cycling organization that offers:

- rides to the entire community on a daily basis, to which thousands participate each year;
- production of the Tour de Big Bear – a recreational cycling event that draws 2000+ riders and over 5000 participants annually; and
- the Bike-to-School scholarship program that works with the parents and schools to encourage kids to ride their bikes to school;

Bike Lanes and sidewalks are **critical** in our rural area. As the President of Big Bear Cycling, the safety of our participants, students, and families is an important part of our mission. We have many members of our community and millions of visitors that use these routes to walk or ride.

The current conditions without sidewalks or bike lanes are **extremely dangerous**. During snow season, people and kids are walking and riding **IN THE ROAD ON A STATE HIGHWAY WITH CARS**. With snow covered roads it is only a matter of time until someone is killed. The lack of sidewalk or bike lane has even discouraged an entire school from participating in our Bike-to-School program because parents will not allow their kids to ride bikes in the street. This lack of sidewalk and, even more so, bike lanes significantly increases the use of vehicles and traffic congestion on our streets.

Even more important to us than sidewalks, this project would provide funding to begin installing bike lanes on Big Bear Boulevard throughout the City. The lack of bike lanes creates a **very dangerous situation** with hundreds of bikes on weekends competing for space with cars on a busy street. In addition, these bike lanes will also significantly improve the safety for children attending Big Bear Elementary, Big Bear Middle, and North Shore Elementary Schools.

Sidewalks and bike lanes in this area would greatly increase the safe options for cycling in our community; both for recreation and as a non-motorized means of transportation. If I can provide any additional information to assist in this process, please feel free to contact me with any questions at (909)866-8467.

As president of Big Bear Cycling, I am very excited to commit to partnering with the City to expand the Bike-to-School Scholarship program to incorporate the soon to be connected North Shore Elementary School. I believe this will be a perfect opportunity for the Big Bear Cycling Association and the City to put on a series of "bike train" events to teach school children how to safely use the new bike lanes and demonstrate preferred routes for them to use for commuting to and from school. I also commit our support to assist in implementing and maintaining this project.

Sincerely,



Craig Smith
President
Big Bear Cycling Association

BOARD OF TRUSTEES

Mrs. Beverly Grabe
Mr. Randall Putz
Ms. Debra Sarkisian
Dr. Kenneth Turney
Mr. Paul Zamoyta

Bear Valley Unified School District

Educating for Success

BEAR VALLEY SCHOOLS

Big Bear Elementary
North Shore Elementary
Baldwin Lane Elementary
Fallsvale Elementary
Big Bear Middle
Big Bear High
Chautauqua High

Dr. Rudy Macioge, Interim
Superintendent

P.O. Box 1529 * 42271 Moonridge Road * Big Bear Lake, CA 92315 * (909) 866-4631 * Fax (909) 866-2040 * www.bigbear.k12.ca.us

May 29, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

I am writing to express my support for Big Bear Lake's grant application to Caltrans. The application is for:

- The installation of two sidewalk extensions on Big Bear Boulevard to accommodate students who take the bus to Big Bear Elementary School, Big Bear Middle School, and North Shore Elementary School and
- Bike lanes on Big Bear Boulevard to accommodate students who would like to ride bicycle to North Shore Elementary School.

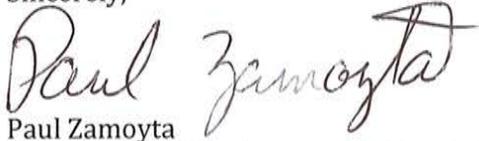
Many students in the Big Bear Valley Unified School District are disadvantaged. They face poverty and some of them are homeless. Their physical fitness, mental health, and success at school suffer from living in tumultuous environments. Bicycling and walking to school offer benefits to all students. The increase in daily physical activity positively impacts their sense of self and ability to focus during the school day.

Students who attend North Shore Elementary are most acutely impacted. Many come from one of the poorest neighborhoods in the Big Bear Valley and their school is located in between two highways with no room to safely provide space for walking or biking.

As a School Board Member, father, and realtor, I understand the importance of and advocate for sidewalks and bike lanes to enhance student safety, general well-being, and concentration and performance during the school day. I strongly encourage you to consider the City of Big Bear Lake's request and ask that you will fund our community project.

If I can provide any additional information to assist in this process, please feel free to contact me with any questions at (909) 557-8285.

Sincerely,



Paul Zamoyta
School Board Member, Bear Valley Unified School District
Info@Zamoyta.com

May 29, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam,

I recently learned that Big Bear Lake is submitting a grant application to Caltrans for installation of sidewalks and bike lanes on Big Bear Boulevard and I am writing to express my strong support for this project.

A few years ago, I approached the Big Bear Cycling Association with a Bike-to-School Scholarship program. The cycling group accepted the program with open arms and we are nearing the end of our third year. The scholarship program gives bicycles to deserving grade-school students who are committed to riding bike to school every day, barring prohibitive weather conditions. Parents and students have embraced the program at three of four schools. However, parents from North Shore Elementary have effectively refused the program and no students have signed up for the program because parents fear for rider safety.

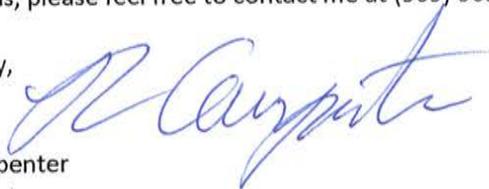
North Shore Elementary School is located on a corner accessible only by two state highways. One is and narrow two-lane state highway with no shoulder and poor visibility due to thick trees the line the curving road. The other is also a two-lane highway that also narrows to a section where the current improved width is too small for students on bicycles to ride safely.

Big Bear Middle School is in a similar circumstance and only two students participate in the scholarship program. The majority of students who attend the Middle School must ride bike along a four-lane section of state highway to reach the school.

The proposed sidewalk and bicycle lane improvements will have an overwhelmingly positive impact on student commute by foot or bike. Students who participate in the scholarship program receive many benefits and in return, they give back to the community. The Bike-to-School Scholarship Program students are adopting a local mountain biking and hiking trail. Ironically, this trail is within a half-mile of North Shore Elementary. With the installation of bike lanes in the vicinity of North Shore Elementary School, students would have the opportunity for more than simply improved physical fitness, they would also have the opportunity to feel pride in giving back to their community.

As a father, advocate for bicycling for students, and local business owner, I urge you to recognize the merits of the proposed City of Big Bear Lake sidewalk and bike lane improvements. If you have any questions, please feel free to contact me at (909) 969-1321.

Sincerely,



Rob Carpenter
Coordinator
Big Bear Bike-to-School Scholarship Program

City of Big Bear Lake



OFFICE OF THE MAYOR

May 28, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

RE: Active Transportation Program Grant Application

Dear Ms. McWilliam:

The City Council of Big Bear Lake strongly supports the proposed project to improve safety for children walking and biking to school by constructing sidewalks and bike lanes on Big Bear Boulevard for children going to and from Big Bear Elementary, North Shore Elementary, and Big Bear Middle Schools. The new sidewalk will extend the existing sidewalks, providing additional continuous sidewalk along this heavily travelled corridor.

This action will not only make it safer for children to walk to and from school, but will encourage more children to walk by making their routes to school more convenient and addressing the concerns of parents.

In addition to the sidewalk construction, the project includes installation of bike lanes on Big Bear Boulevard. We view this as not only an important safety improvement for children going to school, but the first step in the construction of a continuous bicycle facility throughout our City. This was the vision the Council had when it adopted the Big Bear Valley Pedestrian, Bicycle and Equestrian Master Plan. This project is a comprehensive attempt to enhance pedestrian and bicyclist safety and encourage more children to walk and bike to school.

The City of Big Bear Lake has coordinated with the San Bernardino County Sheriff's department, the schools' Principals and PTA, community residents, and local active transportation related organizations to develop a project that is supported by all. This Council commits its support to the project and will use its authority to assist in implementing the project. We respectfully request that this Active Transportation Program Grant application be approved to construct these sidewalks and bike lanes.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Caretto', written over a white background.

David Caretto
Mayor
City of Big Bear Lake



JOHN McMAHON, SHERIFF-CORONER



May 26, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Subject: ATP Grant

Dear Ms. McWilliam:

I support the proposed project to construct sidewalks and install bike lanes on Big Bear Boulevard. By adding additional sidewalk in this area, residents and especially children will have better walking access to Big Bear Elementary and Middle Schools. This will also help keep children out of the streets, where they come into conflict with motorists and increase the potential for accidents. The proposed bike lanes would help make cycling safer within the City and provide more appropriate traffic controls on this heavily travelled roadway.

The City of Big Bear Lake staff coordinated closely with our department, as well as other stakeholders, in the development of this grant application. I believe this project has the broad support of the community and is an appropriate solution to the current situation. The San Bernardino County Sheriff 's Department commits its support to the project and will coordinate with the schools and City Staff to provide enforcement and educational activities for implementing and maintaining the project.

I respectfully request that this Active Transportation Program grant application be approved to improve conditions along Big Bear Boulevard and provide funding for related education and encouragement activities.

Sincerely,

Tom Bradford, Captain
Big Bear Sheriff's Station

BIG BEAR ELEMENTARY SCHOOL

Scott Waner, Principal

P.O. Box 1627 • Big Bear Lake, CA 92315-1627
909-866-4638 • Fax 909-866-1113

May 21, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

I am writing to support the installation of sidewalk on Big Bear Boulevard to extend the existing sidewalks and also install bike lanes. As the Principal of Big Bear Elementary School, the safety of students, staff and families is the most important task assigned to me. We have many families that use these routes to walk or ride a bike to school.

The current condition without sidewalks or bike lanes is extremely dangerous. Children, their parents and often younger siblings are required to walk in the streets, coming in close proximity to vehicles. The lack of a sidewalk also discourages families from walking and increases the use of vehicles and traffic congestion on our streets.

In addition to the sidewalks, this project would provide funding to begin installing bike lanes on Big Bear Boulevard throughout the City. We are encouraging healthy living. The lack of bike lanes discourages use of this street and creates fear in those who do attempt to ride next to fast-moving cars. I believe that these activities will significantly improve the safety for children attending Big Bear Elementary School.

Sidewalks and bike lanes in this area would greatly increase the safe options for walking or riding bikes in our community and getting to school each day. If I can provide any additional information to assist in this process, please feel free to contact me with any questions at (909) 866-4638

Sincerely,



Scott Waner
Principal



May 24, 2015

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

I am writing to support the installation of sidewalk on Big Bear Boulevard to extend the existing sidewalk and also install bike lanes.

As the Principal of Big Bear Middle School, the safety of students, staff and families is the most important task assigned to me. We have many students that use this street to walk or ride a bike to school. Students staying after school for any reason must find their own transportation home except on Tuesdays. Often the only way home is to walk or ride a bicycle which is dangerous without sidewalks or bike lanes.

When children, their parents and often younger siblings are required to walk in the streets, coming in close proximity to vehicles, it is an accident waiting to happen. Something must be done to correct the problem. The problem gets worse with the lack of sidewalks because it discourages families from walking and increases the use of vehicles and traffic congestion on our streets.

At the middle school, our staff has agreed to promote healthy lifestyles through a school-wide focus of eating healthy and exercising regularly. We promote our health focus in our Transitions elective class for all seventh grade students. I would like to promote walking or riding a bike to school, however, under the current conditions, I don't feel comfortable encouraging students and staff to be unsafe.

In addition to the sidewalks, this project would provide funding to begin installing bike lanes on Big Bear Boulevard throughout the City. The lack of bike lanes discourages use of this street and creates fear in those who do attempt to ride next to fast-moving cars. I believe that these activities will significantly improve the safety for children attending Big Bear Middle School.



Andy McLinn, Principal

765 No. Stanfield • P.O. Box 1887, Big Bear Lake, CA 92315 • (909) 866-7501 • Fax (909) 866-7510

May 29, 2105

Caltrans
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

I am writing to support the installation of sidewalk and bike lanes on Big Bear Boulevard, between Stanfield Cutoff and Division Drive. As the Principal of North Shore Elementary School, the safety of students, staff and families is the most important task assigned to me. We have many families that are unable to walk or ride a bike to school due to the lack of a sidewalk or a bike lane.

The current condition in this area without sidewalks is extremely dangerous. Children, their parents and often younger siblings are required to walk in the streets, coming in close proximity to vehicles. The lack of sidewalk also discourages families from walking and increases the use of vehicles and traffic congestion on our streets. I struggle daily with the task of facilitating and monitoring the streets around our campus.

In addition to the sidewalks, this project would provide funding to begin installing bike lanes on Big Bear Boulevard. The lack of bike lanes discourages use of this street and creates fear in those who do attempt to ride next to fast-moving cars. I believe that these activities will significantly improve the safety for children attending North Shore School. As Principal, I commit my support and the efforts of our staff to assist in implementing and maintaining this project.

Sidewalks and bike lanes would greatly increase the safe options for walking in our community and walking to school each day. Presently, due to the lack of safe walking routes I only have two students out of 500 that travel by foot each day. If I can provide any additional information to assist in this process, please feel free to contact me with any questions at (909)866-7501.

Sincerely,

Andy-McLinn
Principal
North Shore Elementary

Attachment K
Additional Attachments

SCHOOLS BENEFITTED BY PROJECT

- North Shore Elementary School 0.3 miles from project
765 North Stanfield Cutoff
Big Bear Lake, CA 92315
(909)866-7501
Andy McLinn, Principal
County District School Code: 36676376067052
- Big Bear Elementary School 1.8 miles from project
40940 Pennsylvania
Big Bear Lake, CA 92315
(909)866-4638
Scott Waner, Principal
County District School Code: 36676376105936
- Big Bear Middle School 1.4 miles from project
41275 Big Bear Boulevard
P.O. Box 1607
Big Bear Lake, CA 92315
(909)866-4634
Dena Arbaugh, Principal
County District School Code: 36676376035463

Governing School District

- Bear Valley Unified School District
42271 Moonridge Road
Big Bear Lake, CA 92315
(909)866-4631
Walter Con, Assistant Superintendent of Business Services